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CITY OF OXNARD 2020 GENERAL PLAN



GROWTH MANAGEMENT

LAND USE

CIRCULATION

OPEN SPACE/ CONSERVATION

SAFETY

NOISE

ECONOMIC DEVELOPMENT

COMMUNITY DESIGN

PARKS AND RECREATION

HOUSING ELEMENT

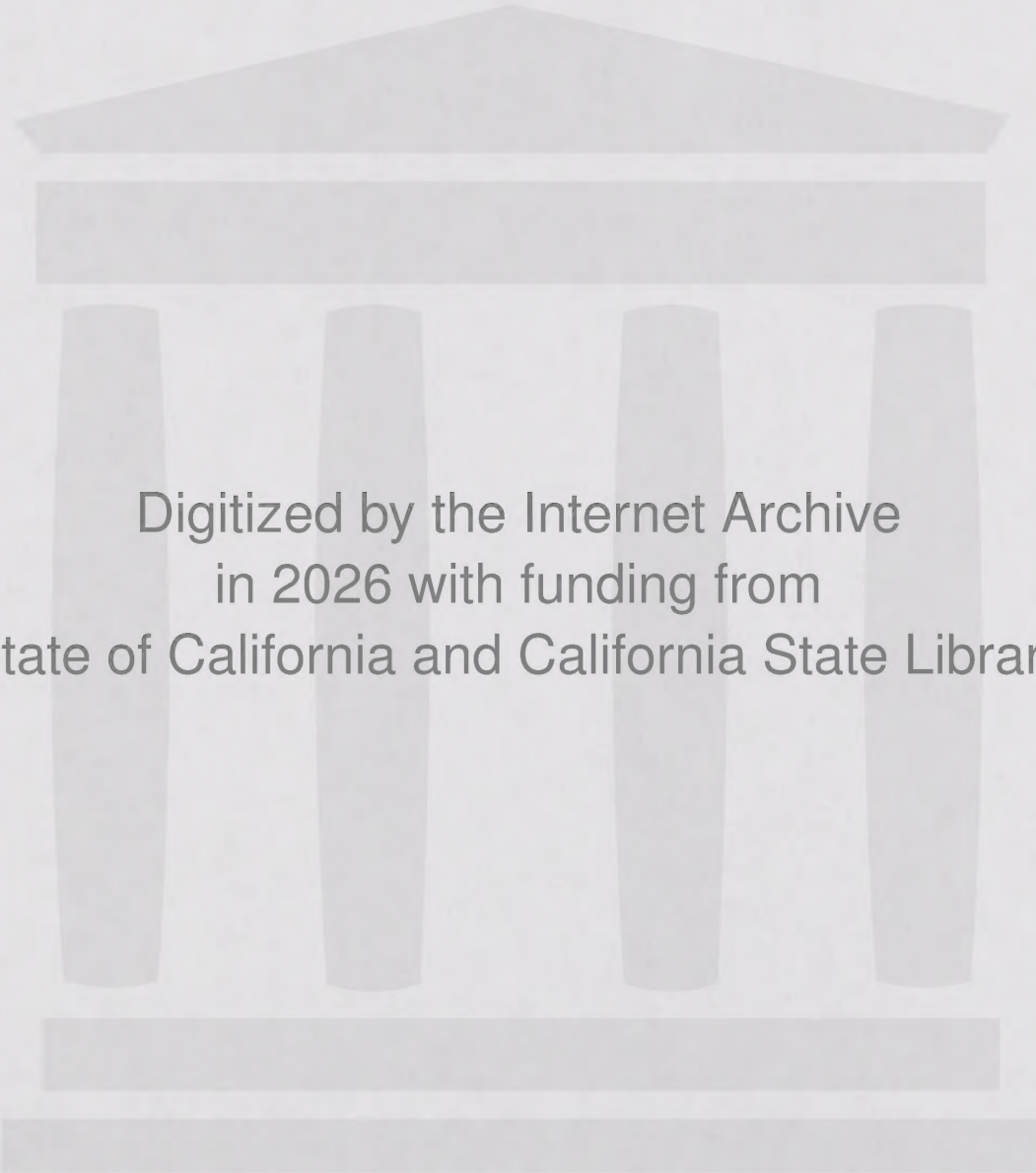
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History

ADOPTED

OCTOBER 7, 1990

AMENDMENTS

INCLUDES AMENDMENTS THROUGH JULY 2004

TECHNICAL UPDATES(JULY 2004 VERSION)

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General Plan Amendment Log

(Adopted: Oct. 09, 1990 General Plan City Council Res. No. 10,050, Oct. 16, 1990 Housing Element City Council Res. No. 10,052)

Amendment Case No.	Date Approved	C.C. Reso. No.	Element Amended	Amendment Description
PZ 04-620-4	7/27/2004	12,702	Land Use	Amends the <i>Land Use Map-Figure V-5</i> from Public Safety to Commercial. Office and Retail. Riverpark: Magallon-(133-010-195) N. Vineyard
PZ 04-620-6	6/22/2004	12,673	Land Use	<i>Text amendments</i> to the Mixed Use Overlay-Section E.5.d (Page V-57) and the commercial land uses, specifically sections E.2.a (General) and E.2.c (Neighborhood) on (page V-52) to allow residential.
PZ 03-620-7 & PZ 03-620-1	12/2/2003	12,530	Land Use	(1) Amends the <i>Land Use Map (Figure V-5)</i> from Open Space: Miscellaneous to Residential: Medium Density Residential at Rainbow House-1810 E Wooley (2) Amends the <i>Land Use Map-Figure V-5</i> from Residential: Low to Commercial: General for properties located on the southeast corner of Pleasant Valley Rd & Beaumont Ave. (APN Nos. 225-0-053-30,-32, & 35).
PZ 02-620-06	3/25/2003	12,336	Land Use	Amends the <i>Land Use Map (Figure V-5)</i> from Residential: Low-Medium 8-12 units per acre to Residential Medium 13-18 units per acre for Mira Loma Apartments located at 1600 W Fifth St. APN 183-160-140
PZ 02-500-3	2/4/2003	12,317	Land Use	Amends the <i>Land Use Map (Figure V-5)</i> from Commercial: Business Research Park and Residential: Low and Low-Medium to Miscellaneous: Open Space and Residential: Low for the property located on the Southwest corner of West Fifth Street and Patterson Road.
PZ 02-620-3	12/17/2002	12,284	Land Use	Amends the <i>Land Use Map (Figure V.5)</i> from Industrial: Business and Research Park to Industrial: Light for a 4.94 and 7.52 acre parcel located on the Northeast Corner of Camino Del Sol and Rice Avenue.
PZ 02-620-4	11/19/2002	12,267	Land Use	Amends the <i>Land Use Map (figure V.5)</i> for various properties (23.52 acres) located north of Hwy 101, east of the River Park Specific Plan area, west of Vineyard Avenue, south of Stroube Street.
PZ 02-620-1	9/17/2002	12,236	Land Use	Amends the <i>Land Use Map (Figure V-5)</i> from Regional Commercial to Low-Medium Residential for property located on the Southeast corner of Stroube Street and Detroit Drive, Dynamics Community within El Rio west Neighborhood.
PZ 99-5-158	7/16/2002	12,211	Land Use	Amends the <i>Land Use Map (Figure V-5)</i> , (2) Amends <i>Chapter V (Page V-57)</i> . A Mixed-Use Overlay to the Central Business District Portion of the River Park Specific Plan.
PZ 01-5-54	10/23/2001	12,048	Land Use	Amends the <i>Land Use Map (Figure V-5)</i> from Public/Semi-Public to Residential Medium and Low for poperty located at 333 North "F" Street (Previously Johns Hospital) .
PZ 99-5-164	5/22/2001	11,938	Land Use	Amends the <i>Land Use Map (Figure V-5)</i> from Limited Industrial to General Commercial for property located at the Northeast corner of Rose Avenue and Channel Islands Boulevard.

General Plan Amendment Log

(Adopted: Oct. 09, 1990 General Plan City Council Res. No. 10,050, Oct. 16, 1990 Housing Element City Council Res. No. 10,052)

Amendment Case No.	Date Approved	C.C. Reso. No.	Element Amended	Amendment Description
PZ 00-5-17	3/6/2001	11,900	Land Use	Amends the <i>Land Use Map (Figure V-5)</i> from Limited Industrial to Residential: Low-Medium and General Commercial for property located on the northwest corner of Channel Islands Boulevard and Rose Avenue.
PZ 00-5-115	11/14/2000	11,854	Land Use	Amends the <i>Land Use Map (Figure V-5)</i> for a portion of property (APN) 179-0-07-0-10-5 from Open Space-Parks to Residential and a portion of property (APN) 138-0-19-0-40-5 from Open Space-Parks to Specialized-RS-Restricted Commercial withing the northwest Gulf Course community Specific Plan.
PZ 99-5-139	2/15/2000	11,691	Land Use	Amends the <i>Land Use Map (Figure V-5)</i> from Residential Low to Medium for property located at 901 Ventura Road-Valle Verde.
PZ 99-5-107	11/2/1999	11,657	Land Use	Amends the <i>Land Use Map (Figure V-5)</i> from Central Industrial to General Commercial for property located at 605 South Rose Avenue (201-0-250-225).
PZ 96-5-79	7/27/1999	11,617	Land Use	Amends the <i>Land Use Map (Figure V-5)</i> from Open Space to Residential Low for aproximately 91 acres of property located at northeast corner of Harbor Boulevard and Fifth Street. (North Shore Properties at Mandalay Bay)
NONE	7/13/1999	11,601	Land Use	Amends the <i>Land Use Map (Figure V-5)</i> for property located north of Gonzales Road, east of Victoria Avenue, west of Patterson Road, and west and south of the Coastal Landfill as three different land use designations. (Open Space Parks; Other, Schools; Low Residential: 3-7 D.U. / AC.) <i>northwest Golf Course Specific Plan.</i>
PZ 98-5-6	12/15/1998	11,490	Land Use	Amends the <i>Land Use Map (Figure V-5)</i> from Neighborhood Commercial to Medium Residential for property located south of Collins Street, north of Stroube St & west of Vineyard within El Rio west Neighborhoods.
PZ 98-5-17 PZ 98-5-68	11/17/1998	11,469 11,473	Land Use	Amends the <i>Land Use Map (Figure V-5)</i> : (1) to re-designate approximately 20 acres of property located northeast of Lombard Street & Camino Del Sol & south from the most westerly end of Latigo Avenue, from Residential Factory Built (1-7 Dwelling Units per acre) to Low Medium Residential (7-12 dwelling units per acre) (2) to redesignate aproximately 7 acre of porperty located southwest corner of Ventura Rd & Seventh St. from Community Commercial to Medium Residential.
PZ 98-5-19	8/25/1998	11,443	Land Use	<i>Text Amendments</i> to the last line of the second paragraph (area 1 & 3) on page V-36, the phrase "between 2,800 & 3,500" to the phrase "between 3,500 & 3,900."
PZ 98-5-37	7/14/1998	11,427	Land Use	Amends the <i>Land Use Map (Figure V-5)</i> to redesignate 32 acres for property bounded by Camino Del Sol, Rice Avenue, and Elevar Street within the McInnes Ranch Specific Plan Area from Industrial: Business & Research Park to Light Industrial.

General Plan Amendment Log

(Adopted: Oct. 09, 1990 General Plan City Council Res. No. 10,050, Oct. 16, 1990 Housing Element City Council Res. No. 10,052)

Amendment Case No.	Date Approved	C.C. Reso. No.	Element Amended	Amendment Description
PZ 96-5-20	11/19/1996	11,151	Land Use	Amends the <i>Land Use Map (Figure V-5)</i> from Limited Industrial to Low-Medium Residential for property located on the northwest area of Camino Del Sol & Graves Avenue. Griffin Industries. * Approved with general conditions-see resolution for details.
PZ 95-5-46	3/19/1996	11,019	Land Use	Amends the <i>Land Use Map (Figure V-5)</i> to establish a land use designation of Commercial for a 1.52-acre site located between Ventura Boulevard and the north side of the 101 Freeway on-ramp at the Del Norte Blvd. interchange.
95-1	2/6/1996	11,000	Land Use	<i>Text Amendments</i> to adjust Community and Neighborhood Boundaries. Community & Neighborhood Planning Areas (Page V-17); List of Community & Neighborhoods (Table V-3); Neighborhood Map (Figure V-2); Census Map/Neighborhood Correspondence (Table V-4)--C.C. Reso. # 11,001 Info Only, Amending by Laws of the Neighborhood Councils.
NONE	12/12/1995	10,995	Land Use	<i>Text Amendments</i> to the growth management element regarding exemption of affordable housing units and projects.
Pz 94-5-48	2/9/1995	10,860	Land Use	<i>Text Amendments</i> to the Land Use Element Page V-27 & V-34: Amend first paragraph of page V-27 to read "An additional in-fill/modification area south of Wooley Road....range in size from entire neighborhoods to small parcels"...Amend Page V-34 to designate the Brittel School Site as Low Density Residential, the Swift property and former Channel Islands Hospital as Residential.
92-4	2/8/1994	10,683	Land Use	<i>Text amendments</i> : (1) to reflect the land use designation provided within the northeast Community Specific Plan. (2) Amend to the Residential Development Phasing Map and the existing phasing designation for the Northeast Community Specific Plan area from (Phases 2/3) to (Phases 1/2/3) and East of Olds Road and South of Ocean View Junior High School to (Phase 2). (3)Amend on page V-36 from "2500 & 3100 to 2800 & 3500. (4) Amend to Revise table V-6 on page V-40 (see resolution).
92-1	1/11/1994	10,674	Land Use	<i>Text Amendments</i> Misc revisions to correct minor errors, improve consistency among elements, add policies to enhance and implement land use related programs and suspend requirements for 5- year Growth Management Program for the years 1991-1995. (Exhibit A)
92-2	2/2/1993	10,504	Land Use	<i>Text Amendments</i> to the Development Policies portion of the Land Use Element, (subsection E.3g, on Page V-67.) Added figure V-10 to figures & tables portion of the land use element as page V-62a. Added Policy 18 on page XI-10 to the Development Policies Portion of the Community Design Element. (re: high rise buildings adjacent to residential areas).
NONE	10/16/1990	10,052	Housing	Amends the <i>Land Use Map (Figure V-5)</i> for adoption of Housing Element of the 2020 General Plan, necessary modifications to look up the text, and tables of the Housing Element (Exhibit A and B).

General Plan Amendment Log

(Adopted: Oct. 09, 1990 General Plan City Council Res. No. 10,050, Oct. 16, 1990 Housing Element City Council Res. No. 10,052)

Amendment Case No.	Date Approved	C.C. Reso. No.	Element Amended	Amendment Description
NONE	10/9/1990	10,050	Land Use	Adoption of the 2020 General Plan, consisting of the Growth Management, Land Use, Circulation, Public Facilities, Open Space/ Conservation, Safety, Noise, Economic Development, Parks and Recreation, and Housing Elements.
86-4	5/8/1990	9,961	Land Use	Amends the <i>Land Use Map (Figure V-5)</i> to change the Land Use designation on the site to Residential, 5.9 or less dwelling units per acre on 58.19 acres; Residential, 8.0 to 11.9 dwelling units per acre on 14.27 acres; and Commercial, Office on 4.5 acres of the site; increase Residential acreage from 239 acres to 241.7 acres; reduce park acreage from 15 to 8.8 acres; increase Residential units from 1,080 to 1,300 units all for the Rio Lindo Neighborhood of the Northeast Community.
87-3	2/14/1989	9,644	Land Use	Amends the <i>Land Use Map (Figure V-5)</i> to change existing Open Space Designations and Densities, in the Northeast Community to reflect the change in acreage for Institutional and Commercial Land Uses.

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Martha King Alfadl
League of Women Voters

Norman Brekke
Oxnard Elementary School District

Mona Broyles
Cultural and Fine Arts Commission

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Board of Realtors

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Madeline Miedema
Oxnard Union High School District

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Edward Flores
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Tom Gallanis
Mobile Home Park Executive Committee

Jean Harris
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Colleen Maison
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I. Introduction

I. INTRODUCTION

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I. INTRODUCTION

OVERVIEW

Located in western Ventura County, the City of Oxnard is a combination of a relaxed seaside atmosphere and an active business community. The area is rich with beautiful beaches, prime agricultural land and major commercial and industrial centers. Mild year-round temperatures, clear air and open spaces offer residents numerous recreational opportunities, as well as beautiful surroundings.

Many views come to mind when picturing the ideal environment that the residents of Oxnard envision. Physical surroundings, lifestyle and a strong economy contribute to a quality living environment. The residents of Oxnard want a healthy place where they can raise their families, live, grow, and become strong with the principles of the American dream. These ideals are embraced in the City Council's vision for the future.

Over the past several years, the City Council has been carefully formulating a vision for Oxnard's future that will enhance the quality of life in Oxnard and build a strong financial base for years to come. The vision includes (1) a quality living environment, (2) quality City services, (3) a strong and healthy economy, (4) quality public facilities and amenities, and (5) a quality image that will be a source of pride to the community. This 2020 General Plan will contribute to meeting these five major goals.

REGIONAL AND LOCAL SETTING

A. Regional Setting

Located midway between Santa Barbara and Los Angeles, the City of Oxnard is situated on the Oxnard Plain in the County of Ventura. (See **Figure I-1.**)

Access to the City of Oxnard is provided by U.S. Route 101 (Ventura Freeway), California State Route 1 (Pacific Coast Highway & Oxnard Boulevard), State Route 254 (Vineyard Avenue) and State Route 34 (Fifth Street). Rail service is provided by Southern Pacific Railroad, Amtrak and the Ventura County Railway. Commuter and charter air service is available at Oxnard Airport. The City can also be reached by the Port of Hueneme, the only commercial deep water seaport between San Francisco and Los Angeles.

B. Local Setting

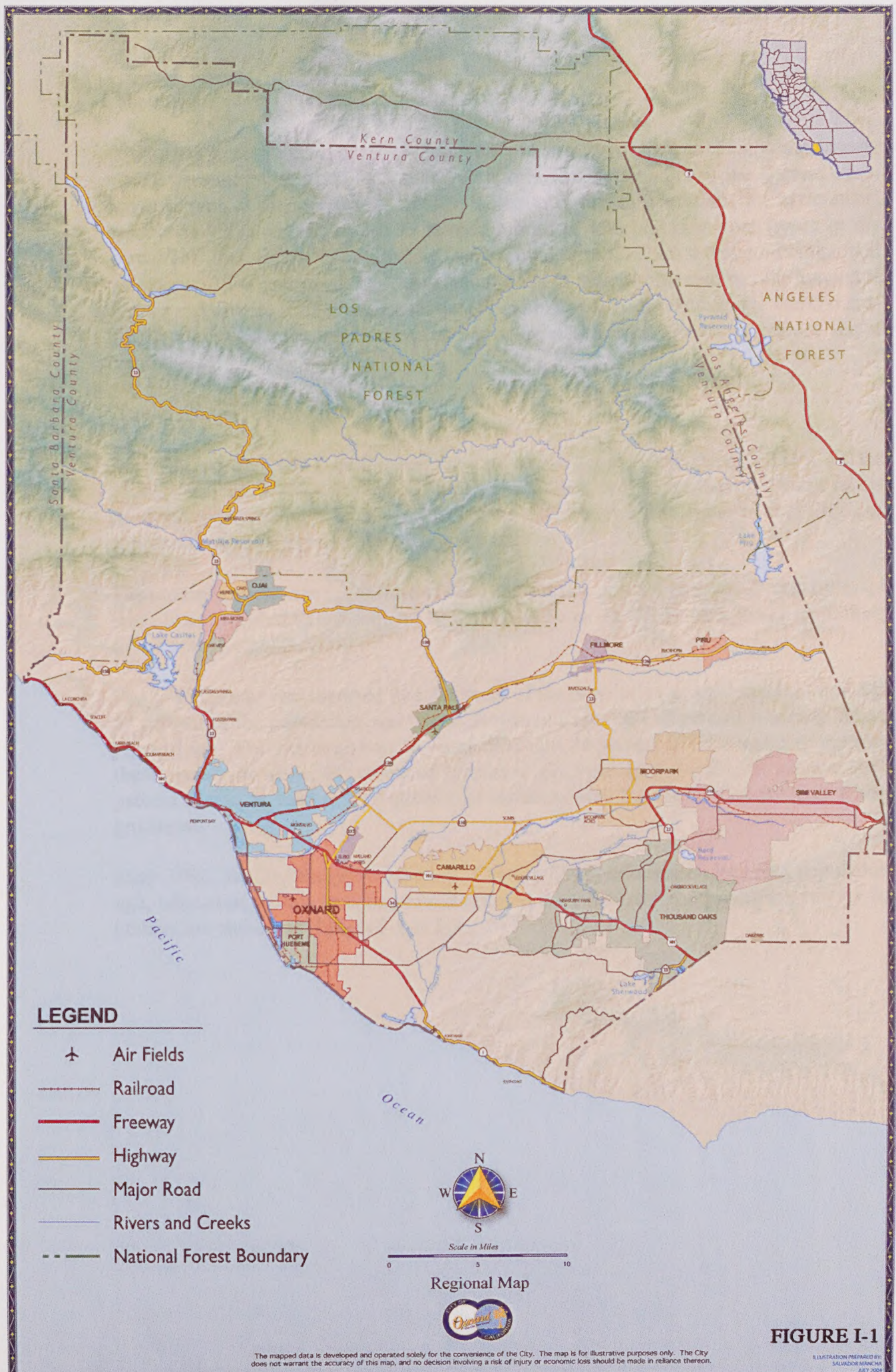
1. History

Oxnard was first sighted by Europeans in 1542 when Juan Rodriguez Cabrillo, a Portuguese explorer, sailed into Point Mugu Lagoon. At that time, the Oxnard Plain was inhabited by the Chumash Indians. In the 1860's, the Oxnard Plain was first developed as a commercial agricultural and oil prospecting area. The population grew rapidly as agricultural production and processing became highly successful. In June 1903, the City of Oxnard was incorporated. Over the past 87 years, Oxnard has grown from a population of several hundred people to over 125,000. Oxnard has become a significant economic and population center. The City has an incorporated area of approximately 24 square miles.

2. Geography

Bordered by mountains and the Pacific Ocean, Oxnard offers both a seaside environment and a rural, small-town atmosphere. To maintain the low profile character of the community, urban development is clustered in a compact core area surrounded by rural open areas and agriculture. The agricultural areas north and east of the City are protected as a part of the adopted Oxnard-Camarillo Greenbelt Agreement. This Agreement, between Oxnard, the City of Camarillo, and the County of Ventura, reflects the existing open space and agricultural zoning which protects land from conversion to uses incompatible with agriculture. In addition, this agreement ensures that Oxnard will always have distinguishable boundaries from adjacent cities.

The topography of the City is primarily level and the urbanized area is established along a regularized grid system. Vertical accents are provided by tall eucalyptus/cypress windrows which provide a wind screen and by new commercial development along the Ventura Freeway corridor.



3. Economics

Oxnard has an active business community with several major industries including, among others, agriculture, tourism and manufacturing. The fertile soils of the Oxnard Plain combine with a Mediterranean climate to create optimum conditions for agricultural production. Convenient access to several modes of transportation contributed to the growth of the region as a leading agricultural area. Tourist-related commercial development has continued to grow in recent years as more people discover the temperate climate and diverse recreational amenities found in this seaside community. The Oxnard-Ventura area has also experienced a period of accelerated growth in private sector employment.

4. Demographic Profile

According to the 1980 U.S. Census, the City's population in 1980 was 108,195. Of the 25,423 families, 3,768 were headed by single parents, with a per family average of 1.4 children under the age of 18. There were 39,491 dwelling units in the City and approximately 3.04 persons per dwelling unit.

The unemployment rate at the time of the 1980 Census was 8.4 percent. At that time, the labor force traveled an average of 19.7 minutes to work. The mean annual household income was \$17,630.

The 1980 Census also reported that 7 percent of the population was 65 years old or older, 37 percent of the population was under 20 years of age, and 10 percent were less than 5 years of age. The mean age was 26 years. Racially, 46 percent of the population reported themselves to be white, 44 percent of Spanish origin, 5 percent Asian/Pacific Islander and 5 percent Black. A total of 61.5 percent of residents over the age of 25 were high school graduates.

Since 1980, the City has grown steadily. Current (1989) information regarding population, age, education, family and household income, and industry employment statistics for Oxnard are shown on **Tables I-1 to I-3.**

TABLE I-1
TOTAL POPULATION BY AGE

Age	Persons	Percent
0 to 5	15,149	11.8
6 to 13	18,359	14.3
14 to 17	8,081	6.3
18 to 24	13,865	10.8
25 to 34	22,467	17.5
35 to 44	18,487	14.4
45 to 54	11,298	8.8
55 to 64	10,014	7.8
65 +	10,656	8.3
TOTAL	128,388	100.0

Source: Donnelley Marketing Information Services

TABLE I-2
FAMILY AND HOUSEHOLD INCOME

Median Household \$31,290
Median Family Income \$32,972

Income	Percent
0 to \$7,499	7.7
\$7,500 to \$9,999	4.4
\$10,000 to \$14,999	8.1
\$15,000 to \$24,999	19.2
\$25,000 to \$34,999	16.8
\$35,000 to \$49,999	18.9
\$50,000 to \$74,999	15.0
\$75,000 +	9.8
TOTAL	100.0

Source: Donnelley Marketing Information Services

TABLE I-3
INDUSTRY CLASSIFICATION
OF EMPLOYED PERSONS (16 YEARS AND OVER)

Industry	Persons	Percent
Agriculture, forest, fisheries, mining	7,374	16.1
Construction	2,538	5.5
Manufacturing:		
Nondurable	2,642	5.8
Durable	5,120	11.2
Transportation	1,531	3.3
Communications	942	2.1
Wholesale trade	1,978	4.3
Retail trade	6,489	14.2
Finance, insurance and real estate	1,931	4.2
Business and repair services	1,960	4.3
Personal, entertainment, recreation services	1,531	3.3
Professional and related services:		
Health service	2,747	6.0
Educational	2,567	5.6
Other	1,524	3.3
Public administration (government)	4,892	10.7
TOTAL	45,766	100.0

Source: Donnelley Marketing Information Services

HISTORY AND STATUS OF THE GENERAL PLAN

This 2020 General Plan represents a comprehensive revision to the City's 1990 General Plan and compilation of its various elements into a single document. The Oxnard 2020 General Plan is comprised of 12 mandatory and permissive elements: (1) Growth Management, (2) Land Use, (3) Circulation, (4) Public Facilities, (5) Open Space/Conservation, (6) Safety, (7) Noise, (8) Economic Development, (9) Community Design, (10) Parks and Recreation, (11) Housing and (12) Coastal Land Use. The Housing Element and the Coastal Land Use Plan are contained in separate documents. The following is the history and current status of the elements of the 2020 General Plan.

The Growth Management Element is a new addition to the General Plan. Although it is not required by state law, it has been included to deal with the increasingly important and complex issue of managing the City's short-term and long-term growth and development to achieve the goals and objectives of the other elements.

The Land Use and Circulation Elements were adopted in November 1978 and revised in October 1988. The present revision and update of these required elements draws upon all of the other elements and studies of different areas of the City.

The Public Facilities Element is also new. Its general substance is required by state law. Though it is frequently combined with the Circulation Element, the City has chosen to present it as a separate element, as permitted by state law.

The Open Space/Conservation Element was first adopted in June 1973. The element combines the required Open Space Element and Conservation Element. The original element was prepared by the County with the City's input. Most of the goals and policies, however, were countywide and not specific to Oxnard. The current element had been prepared by the City to address local concerns. The Scenic Highways Element was adopted in 1975. In 1984, legislation was enacted that changed the requirement of the Scenic Highways Element from mandatory to optional. The substance of this element has been revised and incorporated into the Open Space/Conservation Element contained in this 2020 General Plan.

The Seismic and Safety Elements were adopted in February 1976. Revisions to the State Planning Law, enacted in 1984, combined the Safety Element and the Seismic Safety Element into a single document now known simply as the Safety Element, which contains generally the same kind of information that was formerly included in the two individual elements.

The Noise Element was adopted in January 1979. After that, legislative guidelines regarding the preparation of a Noise Element were amended. The primary change concerns the methodology for developing noise contours. The most recent legislation permits the use of either noise monitoring or approved methods of noise modeling in preparing noise contours. These methodologies have been incorporated into the new Noise Element contained in this 2020 General Plan.

The Economic Development Element is based on the City's conceptual Economic Element prepared with grant funds from the Federal Economic Development Administration 302A Planning Program and adopted by the City in December 1986.

The Parks and Recreation Element, another optional element, was adopted in February 1987. It has been revised and updated as part of this 2020 General Plan.

The Housing Element, a mandatory element, was first adopted by the City in June 1970. The current element has been updated to comply with state law which mandates revision every five years, and to incorporate the SCAG Regional Housing Needs Assessment. It is published as a separate document.

The Coastal Land Use Element was adopted by the City in 1981 and has been certified by the California Coastal Commission. As noted above, it is published as a separate document from the other elements.

COMMUNITY PARTICIPATION

State law requires citizen participation in the planning process. Recognizing the importance of organized citizen input, the City Council approved a Citizen Participation Program and vigorously worked to include community views and goals. The City Council established a General Plan Advisory Committee (GPAC) as part of the Citizen Participation Program, which conducted a survey of community attitudes. Also, in accordance with state law, public hearings were held by the City Planning Commission to obtain additional public input.

A. General Plan Advisory Committee

The GPAC consisted of representatives of various recognized community groups that have an interest in the future of the City. The GPAC planning process (see **Figure I-2**) involved the following major steps from August 1986 to spring 1989.

1. Review of a report on preliminary baseline conditions, including an analysis of already developed areas, individual approved development projects, projects approved by the City as part of an area plan or specific plan, and projects for which assessment districts had been created or for which development agreements or vesting maps had been approved.
2. Identification of desired modifications to the City's Sphere of Influence and designation of exclusive agricultural areas.
3. Detailed review, evaluation and consensus on 19 areas of existing development or potential in-fill development and reinvestment in the City where issues existed as to the appropriate land use designation.
4. Identification of 14 larger undeveloped and agricultural areas within the planning area that require detailed attention and review. The GPAC toured these areas and discussed appropriate land uses for these areas at several GPAC meetings.

5. Discussion on the four major alternative land use concepts for the City areas that were presented to the GPAC—"1990 General Plan," "Regional Center," "Land Use Absorption" and "Land Suitability." (Descriptions of these alternatives are found in **Table I-4.**)
6. Review and analysis of land uses alternatives for each of the 14 study areas based on the alternative concepts. The GPAC received an environmental scorecard on the general impacts of the four alternative concepts and additional input from the results of a Community Attitude Survey (discussed below).
7. Selection of the "Land Use Absorption" alternative as the preferred approach. This alternative then established a foundation for the preparation of the Oxnard 2020 General Plan.
8. Consideration of the Ormond Beach area in addition to the 14 study areas described above. Although the GPAC endorsed a marina-oriented development alternative, it is not a part of this 2020 General Plan.
9. Consideration of the Northwest study area in addition to the 14 study areas described above. Although the GPAC endorsed a proposed land use pattern, it is not a part of this 2020 General Plan.
10. Consideration of the Environmental Impact Report (EIR) for the 2020 General Plan in December 1988. The GPAC discussed further the draft 2020 General Plan and EIR in spring 1989.

The City wishes to thank the GPAC members and alternates for their efforts and commend them for their contribution to the City's planning process.

B. Community Attitude Survey

The Community Attitude Survey formed an important component of the Citizen Participation Program. In June and July 1987, the Survey was distributed to residents within the City of Oxnard in order to elicit responses regarding general plan issues. The results of the Survey were used to assist the GPAC in developing priorities and formulating goals and policies.

The Survey contained 20 questions that addressed citywide goals, neighborhood issues, environmental factors (such as traffic and noise), economic development and the quality of public facilities. Community issues that residents identified as being of primary importance included the quality of public schools, beach preservation, and preservation and development of park and recreation facilities. The majority of residents favored an effort to attract tourist-oriented commercial activity and many residents were concerned with the efficiency of the City's circulation system.

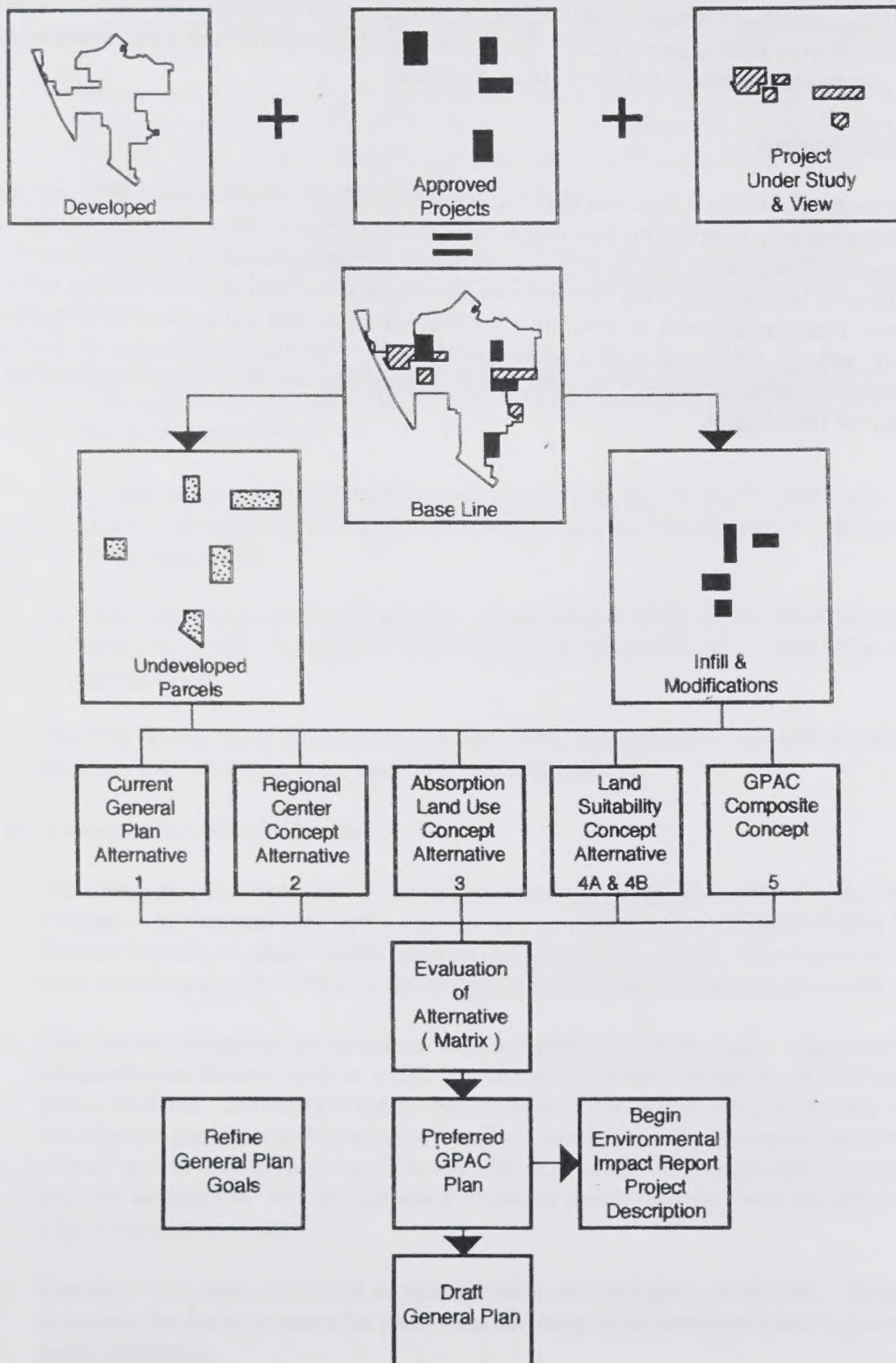
Concerns were also expressed regarding crime and unsightly conditions. Many residents expressed the desire to retain the semi-rural character of the community and to preserve natural scenic resources.

The issues identified through the Community Attitude Survey are addressed within the various 2020 General Plan elements, and the goals expressed by the residents were considered in the formulation of general plan policies. The Survey questions together with a tabular summary of the results are contained in the Technical Appendix.

C. Public Hearings

The draft 2020 General Plan was first circulated for public review in summer 1989, and public hearings were held before the Planning Commission to obtain additional community input. As a result of that process, the 2020 General Plan was changed substantively and technically, the policies in the Neighborhood Element were incorporated into the Land Use Element, and a new Public Facilities Element, revised Parks and Recreation Element and updated Housing Element were added. Additional public hearings before the Planning Commission in early 1990 resulted in further changes. The revised 2020 General Plan was then recommended to the City Council for adoption.

GENERAL PLAN



GENERAL PLAN ALTERNATIVES ANALYSIS PROCESS

TABLE I-4

CANDIDATE GENERAL PLAN ALTERNATIVES

Alternative 1: 1990 General Plan

This alternative retained the land use designations for the 14 study areas contained in the 1990 Oxnard General Plan.

Alternative 2: Regional Center Concept

This alternative emphasized land uses for the 14 study areas that would increase the City's employment and fiscal base by allocating additional commercial and industrial acreage and minimizing housing and residential uses. This concept assumed early construction of a bypass freeway between Route 1 (PCH) and Route 101 (Ventura Freeway) and development of a regional airport facility.

Alternative 3: Land Use Absorption Concept

This concept provided for few additional job-generating land uses beyond the development of already approved and/or committed projects, which include:

- Northeast Industrial Area
- Oxnard Town Center
- Channel Islands Business Center
- Rose-Santa Clara Area
- McGrath Industrial Area
- Infill and other approved commercial and industrial.

This alternative also allocated residential uses to the 14 study areas in an effort to provide the amount of housing needed to accommodate the projected growth in jobs. This is the basic alternative selected by GPAC and became the foundation for preparing the Land Use Element.

Alternative 4A: Land Suitability Concept

This alternative allocated land uses to each undeveloped and agricultural area on the basis of environmental and site planning analyses for each area, without regard to housing needs.

Alternative 4B: Land Suitability Concept

This concept is basically the same as Alternative 4A except that it also provided for residential development east of Patterson, provided for a new greenbelt area south of Rice Avenue and Route 101 and considered the closing of Oxnard Airport.

ENVIRONMENTAL IMPACT REPORT

In accordance with the California Environmental Quality Act (Pub. Res. Code Section 21000 et seq.), a draft Environmental Impact Report (EIR) addressing the environmental effects associated with the draft 2020 General Plan, including mitigation measures and alternatives, was prepared and circulated to local, regional and State agencies and to the public for review and comment. In response to comments received on the initial draft General Plan and EIR, a Revised Draft EIR was prepared. It included all written comments received during the public comment period and staff responses to these written comments and to the comments received during the initial public hearings.

The Revised Draft EIR was also circulated for further public review and comment. Additional public hearings for the EIR were held by the Planning Commission. Staff responses to additional comments received during this subsequent review period are included in the Final EIR.

The Final EIR was certified by the Planning Commission prior to its recommending that the City Council adopt the 2020 General Plan.

ORGANIZATION OF THE 2020 GENERAL PLAN

Following this Introduction, Chapter II (The General Plan Process) provides a brief overview of state planning law requirements and an explanation of some key terms and concepts related to general planning and land use regulation. Chapter III (Regional Planning Framework) details the relationship between the Oxnard 2020 General Plan and various regional plans and policies and the general plans of surrounding communities.

Chapters IV through XIII contain the various elements of this 2020 General Plan. The basic organization of each element is described below.

A. Setting

Each element provides a **SETTING** discussion that contains a description of existing conditions relevant to the subject matter of that element and a description of projected future needs based on an analysis of anticipated development permitted by the 2020 General Plan.

B. Findings

Each element also provides a short summary of issue-oriented **FINDINGS** derived from that analysis.

C. Development Policies

The 2020 General Plan elements also document community values, which are expressed as **DEVELOPMENT POLICIES**.

State law mandates that the general plan must contain a “statement of development policies consisting of a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals.” (Government Code Section 65302.) Each element in the 2020 General Plan thus contains a section describing the **development policies** relevant to that element.

According to the General Plan Guidelines, prepared by the State Office of Planning and Research (OPR), a **development policy** is a general plan statement that guides action. It should include **goals, objectives, principles, policies, plan proposals** and **standards**. No matter how these terms are defined in a general plan, it is important that they be used consistently and that the terms, taken together, range from the general to the specific. Definitions for these terms, as contained in the OPR Guidelines and used in this plan, follow:

1. Goals

A **goal** is a direction-setter. It is an ideal future end, condition or state related to the public health, safety and general welfare toward which planning and planning implementation measures are directed. A **goal** is a general expression of community values. It is not generally quantifiable, time-dependent or suggestive of a specific action. For example: “A diversified economic base for the City.” A summary of the **goals** of this 2020 General Plan is presented at the end of this Chapter.

2. Objectives

An **objective** is a specific end, condition or state that is an intermediate step toward obtaining a **goal**. It should be achievable and when possible measurable and time-specific. For example: “To create a downtown shopping center by 1994.” There may be more than one **objective** for each **goal**.

3. Principles

A **principle** is an assumption, fundamental rule or doctrine guiding general plan **policies, plan proposals, standards** and **implementation measures**. **Principles** are based on community values, generally accepted planning doctrine, current technology and the general plan’s **goals** and **objectives**. For example: “People need the benefits provided by open space.”

4. Policies

A **policy** is a specific statement that guides decision making. It indicates a clear commitment of the local legislative body. A **policy** is based on a General Plan’s **goals** and **objectives** as well as the analysis of data. For example: “The city shall not approve plans for the downtown shopping center until an independently conducted market study indicates that the center would be economically feasible.”

The OPR Guidelines suggest:

“For policy to be useful as a guide to action, it should be clear and unambiguous. The practice of adopting broadly drawn and vague policies is unacceptable. Clear policies are particularly important when it comes to judging whether or not zoning decisions, subdivisions, public works projects, etc., are consistent with the general plan.”

The **policies** also are intended to establish a yardstick for measuring the compliance of residential, commercial, and industrial projects with each element and the entire general plan. Generally speaking, these policies are used throughout the life of the general plan unless they are amended sometime in the future because of new conditions and changed **goals and objectives**.

5. Plan Proposals

A **plan proposal** is a description of how **development policies** affect an area, often expressed in the form of a general plan **diagram**. For example: “The proposed downtown shopping center will be located somewhere in the area bounded by D and G Avenues and James and Fourth Streets (see Map No. 1).”

6. Diagrams

A **diagram** is a graphic expression of the general plan’s **development policies**, particularly its **plan proposals**. A **diagram** must be consistent with the general plan text and should have the same long-term planning perspective as the rest of the general plan.

7. Standards

A **standard** is a rule or measurement establishing a level of quality or quantity that must be complied with or satisfied. **Standards** define the abstract terms of **goals, objectives and policies** with concrete specification. For example: “The minimum acreage for a regional shopping center is from 40 to 50 acres.”

D. Implementation Measures

Each 2020 General Plan element concludes with a discussion of **implementation measures**. Again, the OPR Guidelines provide a useful definition:

“An **implementation measure** is an action, procedure, program or technique that carries out the general plan **development policies**. For example: “The City shall adopt a specific plan for the downtown shopping district.”

By comparison to **policies**, **implementation measures** are “to do” items that convey a specific mission to be accomplished within (usually) a definite timetable. Specific programs, implementing agencies, the time schedule for completion of facilities, and available funding

sources are identified in the **IMPLEMENTATION MEASURES** section of each 2020 General Plan element.

SUMMARY OF GENERAL PLAN GOALS

A. Growth Management Element

1. Sensible urban growth based on the ability to provide the necessary governmental services and municipal utilities.
2. Maintain the quality of life desired by the residents of Oxnard.

B. Land Use Element

1. A balanced community that meets housing, commercial and employment needs consistent with the holding capacity of the City.
2. Preservation of scenic views, natural topography, natural physical amenities, and air quality.
3. A balance between jobs and housing within reasonable commuting distance from each other.

C. Circulation Element

1. A transportation system that supports existing, approved and planned land uses throughout the City while maintaining a level of service "C" on all streets and at all intersections.
2. A public transportation system which serves the needs of residents and workers of Oxnard.
3. Safe, accessible routes for bicyclists and pedestrians.
4. A regional airport in Ventura County sufficient for commercial air carrier service.
5. Reduced dependency on automobiles for travel needs.

D. Public Facilities Element

Public facilities and services adequate to serve existing and future development within the City.

E. Open Space/Conservation Element

Maintenance and enhancement of natural resources and open space.

F. Safety Element

Maintenance and enhancement of a safe community.

G. Noise Element

A quiet environment for the residents of Oxnard.

H. Economic Development Element

1. A stable, diversified, well-balanced economy.
2. Optimum utilization of natural and man-made resources.
3. A variety of economic opportunities throughout the City.
4. A revitalized downtown area of the City.
5. Quality child and senior care services for all in the community.

I. Community Design Element

1. A unified and high quality visual image for the City.
2. A thoughtful and sympathetic relationship between the built environment and the natural environment.

J. Parks and Recreation Element

A variety of quality recreation facilities and resources for Oxnard residents.

II. THE GENERAL PLAN PROCESS

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II. The General Plan Process

II. THE GENERAL PLAN PROCESS

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II. THE GENERAL PLAN PROCESS

INTRODUCTION

This chapter provides an overview of the general planning process in California and in the City of Oxnard. It describes the purpose and function of a general plan, the required and optional elements of a general plan, the relationship of the general plan process to other regional and local planning processes, and the major steps in preparing a general plan.

PURPOSE AND FUNCTION OF GENERAL PLANS

The California State Planning Law (Government Code Section 65300 et seq.) requires each city and county to adopt a comprehensive, long-term general plan for the physical development of the area within its jurisdiction and of any land outside its boundaries which bears relation to its land use planning activities. The general plan acts as a "constitution" for development, the foundation upon which all land use decisions are to be based. It expresses community development goals and embodies public policy concerning future public and private land use. At one time, the general plan was viewed as a set of broad policies that played a minor role in development decisions. Recent changes in the law, however, have made the general plan more important. The general plan may no longer be merely a "wish list," but must now provide concrete direction for decision-making.

Preparing, adopting, implementing and maintaining the general plan serves to:

- Identify the community's land use, circulation, environmental, economic, and social goals and policies as they relate to land use and development.
- Provide a basis for local government decision-making.
- Provide citizens with opportunities to participate in the planning and decision-making processes of local government.
- Inform citizens, developers, decision-makers, and other cities and counties of the ground rules that will guide development within the community.

The general plan bridges the gap between community values and actual physical land use decisions. It is adopted (and amended) by a resolution of the city council.

Government Code Section 65300 defines the general plan as a "comprehensive, long-term" document. By "comprehensive," the Government Code means the general plan must cover all territory within the boundaries of the city as well as "any area outside the boundaries which bears relation to its planning." It must also discuss all issues that the Planning Law requires and should cover all locally relevant physical, social, and economic planning issues. By "long-term," the Government Code means the general plan (1) establishes goals and projects conditions and needs into the future, as a basis for determining objectives, and (2) establishes long-term policy for day-to-day decision-making based upon those objectives.

In 1975, the Legislature adopted the "internal consistency" requirement, meaning that all elements of the general plan are equally important and must be consistent with each other. The general plan's assumptions, projections, and standards should be uniform and consistent. In addition, each element's data analyses, goals, policies and implementation programs must be consistent with and complement one another. Diagrams within the general plan must be consistent with the text. If a new element is adopted or a part of the general plan is amended, the rest of the plan must be changed wherever inconsistencies result. Otherwise, there will be confusion regarding community policies and standards.

GENERAL PLAN ELEMENTS

The seven elements which are mandated by Government Code Section 65302 and the issues each embodies are as follows:

1. Land Use Element: designates the general distribution and intensity of land uses for housing, business, industry, open space, education, public buildings and grounds, waste disposal facilities and other categories.
2. Circulation Element: is correlated with the land use element and identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and public facilities.

3. Housing Element: comprehensively assesses current and projected housing needs for all segments of the community, including all economic groups. In addition, it embodies policy and action programs for providing adequate housing.
4. Conservation Element: addresses the conservation, development, and use of natural resources, including water, forests, soils, rivers and mineral deposits.
5. Open Space Element: details plans and measures for preserving open space for natural resources, the managed production of resources, outdoor recreation, public health and safety, and agriculture.
6. Noise Element: identifies and appraises noise problems within the community and forms the basis for land use distribution.
7. Safety Element: establishes policies and programs to protect the community from risks associated with seismic, geologic, flood and fire hazards.

Section 65303 of the Government Code provides that the general plan may include any other elements that, in the judgment of the local legislative body, relate to the physical development of the City. Combining two or more mandatory or permissive elements is permitted. All elements, whether mandatory or permissive, have equal legal status and must comprise an integrated, internally consistent and compatible statement of policies.

While state law specifies the basic content of the general plan, it leaves the format to local discretion. Each city may adopt a general plan in any format it deems most appropriate or convenient. Accordingly, the general plan may be adopted as a single document, or as a group of territorial plans; alternatively, the elements may also be adopted individually. Regardless of format, however, a general plan must address all required issues to the extent they are locally relevant.

RELATIONSHIP OF THE GENERAL PLAN TO OTHER PLANNING PROCESSES

The general plan is closely related to three other planning processes: regional plans, area plans, and specific plans. The distinction between these three planning tools and the general plan is discussed below.

B. Regional Planning

To be an effective and realistic guide for future development, the general plan must also provide a framework for local development that is consistent with regional plans and the policies of relevant regulatory agencies. These may include, as applicable, the following:

- California Coastal Act: requires each county or city within the Coastal Zone to prepare a Local Coastal Program (LCP), including a coastal land use plan, which must be certified by the California Coastal Commission.

- Surface Mining and Reclamation Act (SMRA): requires cities and counties containing minerals of regional or statewide significance to amend their general plans to protect the sites from incompatible uses.
- California Timberland Productivity Act: requires cities and counties with qualifying timberland to adopt Timberland Preserve Zoning (TPZ), restricting the use of the land to timber production and other compatible open space uses.
- California Integrated Solid Waste Management Act of 1989: requires cities to prepare a source reduction and recycling element and counties to prepare and adopt a countywide integrated waste management plan (CIWMP).
- County Hazardous Waste Management Plans: Counties have the option under AB 2948 (Ch. 1504, Stats. 1986) of preparing countywide hazardous waste plans in lieu of including hazardous waste provisions with their solid waste management plan.
- Alquist-Priolo Special Studies Zones Act: requires cities and counties with designated fault zones to include policies and standards in their general plans for new development within the fault zones.
- Airport Land Use Commission Law: requires cities and counties located around airports to amend their general plans to bring them into conformity with plans prepared by airport land use commissions.

The preparation of any general plan should include a thorough analysis of the effects of these regulations and other regional plans on local development; the plan should discuss how its various proposals relate to these regional issues and plans. A discussion of the relationship of the Oxnard 2020 General Plan to various regional policies and plans is contained in Chapter III (Regional Planning Framework).

C. Area Plans

An area plan is a specialized plan that addresses a particular region or community within the overall planning area. It is adopted by city council resolution and must be consistent with the general plan. To facilitate such consistency, the general plan should incorporate policies addressing all area wide issues and setting guidelines for the detailed treatment of issues in the various specialized plans. Thus, an area plan refines the policies of the general plan as they apply to a smaller area and is implemented by local ordinances such as those regulating land use and subdivision.

D. Specific Plans

A specific plan is a hybrid policy statement and implementation tool; it is not part of the general plan. State law sets the minimum contents of a specific plan, which is prepared by a

county or general law city. (Government Code Section 65451.) It is often used to address a single project such as urban infill or a planned community. As a result, its emphasis is on concrete standards and development criteria that supplement those of the general plan. Its text and diagrams will address the planning of necessary infrastructure and facilities as well as land uses and open space. In addition, it will specify those programs and regulations necessary to finance infrastructure and public works projects. Specific plans must be consistent with the general plan. In turn, zoning, subdivisions, and public works projects must be consistent with the specific plan. (Government Code Section 65455.).

PREPARING THE GENERAL PLAN

There are eight major steps in preparing the general plan. These are:

1. Identifying Issues, Opportunities and Assumptions: including community characteristics, regional issues and citizen's concerns.
2. Formulating Goals: through discussions with community groups, individuals and the city, which address the major planning issues confronting the community.
3. Collecting and Analyzing Data: for such things as environmental conditions, existing land use, infrastructure constraints, population and social characteristics, economic conditions, housing stock and needs, and existing commitments and policy constraints.
4. Revising Goals and Determining Objectives: in light of the data gathered.
5. Developing and Evaluating Alternative Plans: which consist of different land use patterns, sets of policies, population projections, and/or some combination of these, for their short-term and long-term environmental effects.
6. Selecting and Adopting the Preferred Plan: formal public hearings on the draft general plan before the planning commission and the city council prior to the city's adoption of the general plan.
7. Implementing the General Plan: by adoption of specific plans, zoning ordinances and other regulations, such as building and housing codes.
8. Amending the General Plan: to keep it up-to-date and useful for making intelligent, informed decisions

Because it is a dynamic document, the general plan should be revised and updated periodically. Amendments to the general plan are permitted four times annually. The entire general plan, including the basic policies, should be thoroughly reviewed periodically and revised, as necessary, to reflect new conditions.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The adoption or amendment of a general plan or element of a general plan constitutes a project for purposes of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines (Title 14, Cal. Code Regs.). If the jurisdiction determines from the initial study that any aspect of the proposed general plan document or amendment, either individually or cumulatively, may cause a significant effect on the environment, the jurisdiction must prepare an environmental impact report (EIR). If the initial study shows there is no substantial evidence that the project may have a significant effect, a negative declaration must be prepared instead of an EIR.

The EIR is a public information document used by the governmental agency to analyze the significant environmental effects of a proposed project, to identify alternatives and to disclose possible ways to reduce or avoid the possible environmental damage (CEQA Guidelines Section 15002(f)). The preparation of EIRs and negative declarations should occur early enough in the planning process so that environmental considerations can influence project development and yet late enough to provide meaningful information for environmental assessment. A project should be reviewed in its entirety; dividing a project into two or more parts can result in failure to consider cumulative impacts or reasonably foreseeable future projects. The jurisdiction must submit a draft EIR for public review before certifying it in final form.

Although a general plan and an EIR on a general plan are legally distinct, they overlap extensively. They must address many of the same concerns, and the processes for preparing them are similar. Virtually every substantive requirement of an EIR will be covered during the thorough process for preparing or revising an entire general plan. A well-prepared EIR for a general plan covering broad geographic areas can increase the possibility that negative declarations can be issued at a later time for specific project proposals within the planning area.

GENERAL PLAN IMPLEMENTATION

The general plan must be implemented once the local government has adopted it. Local governments may avail themselves of many methods or tools to carry out their general plan goals, objectives, and policies. These tools, known as implementation measures, should be tailored to operate effectively given the unique local circumstances of each jurisdiction.

Most implementation methods derive from local government's corporate and police powers. State law requires a local government to have subdivision and building regulations and open space zoning; most other measures are adopted at local option. If the goals and objectives of the general plan are to be reached, the implementing measures must be carefully chosen, adapted to local needs, and carried out as an integrated program of complementary and mutually reinforcing actions. Some of the more frequently used tools to implement the general plan include:

- Specific Plans
- Zoning
- Subdivision Regulations
- Redevelopment Projects

- Development Agreements
- Capital Facilities Programs
- Growth Management Programs
- Jobs/Housing Balance Strategies
- Land Acquisition
- Preferential Assessments
- Transportation System Management
- Joint Development

Local governments use a variety of methods to finance the facilities and services needed to implement their general plans. Cities and counties can control to an extent the timing, type, and quality of development by exercising their authority to finance and construct public facilities. There are four principal funding sources for local government: taxes, exactions, fees, and assessments.

In addition to general state support of local governments, there are a broad range of state and federal grant and loan programs that local governments use to finance the implementation of their general plans. One of the most important is the U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant Program, which may be used to fund urban renewal, housing, public facilities, and other similar projects. The Small Cities component of the Community Development Block Grant Program is administered in California by the Department of Housing and Community Development. For economically distressed cities, HUD operates the Urban Development Action Grant Program. The U.S. Department of Commerce's Economic Development Administration also makes grants and loans to local governments for public works and economic development projects.

III. Regional Planning Framework

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III. REGIONAL PLANNING FRAMEWORK

INTRODUCTION

This Chapter provides a framework for planning in the City of Oxnard in relation to existing regional plans and policies and in relation to the general plans of adjacent jurisdictions.

REGIONAL PLANNING

This section describes important jurisdictional boundaries and relevant regional plans and policies.

A. Jurisdictional Boundaries

There are several formal and informal jurisdictional areas and boundaries that influence land use planning in the City of Oxnard. These are depicted on **Figure III-1** and are described below.

1. Airport “Sphere of Interest”

The Oxnard Airport is an air carrier airport located in the western central portion of the City. In order to coordinate the review of land use proposals which may affect or be affected by the operations of the airport, the Oxnard Airport Sphere of Interest has been established. This sphere is generally bounded by Doris Avenue on the North, “H” Street/Hobson Way on the east, Wooley Road on the south, and the Edison Canal on the west. All proposed new development projects in this area are referred to the Oxnard Airport Authority for review and determination of the compatibility with airport operations. Proposed changes to the City’s general plan, zoning, or development regulations that may affect property within the Oxnard Airport Sphere of Interest must be referred to the Ventura County Airport Land Use Commission.

Camarillo Airport also has an established Sphere of Interest which is bounded on the north by the Ventura Freeway, on the west by Oxnard's Sphere of Influence (discussed below), and on the south by Fifth Street. The Camarillo Airport Sphere of Interest lies entirely outside the City's Planning Area (discussed below) and therefore has little impact on the 2020 General Plan.

2. Coastal Zone

The Coastal Zone is an area that generally extends 1,000 yards landward of the mean high tide line. (Public Resources Code Section 30103.) The actual Coastal Zone boundary is delineated on a set of maps adopted by the state Legislature. As discussed elsewhere in this 2020 General Plan, land uses in the Oxnard Coastal Zone are governed by a separate Coastal Land Use Plan (LUP) and zoning regulations, which were adopted by the City of Oxnard pursuant to the California Coastal Act and certified by the California Coastal Commission.

3. Current City Jurisdiction

The City's jurisdiction is the incorporated territory of the City. Land use within the City limits is regulated by the City subject to the limitations and regulations of the regional, state and federal government. Additionally, the City has adopted a City Urban Restriction Boundary (CURB). Until December 31, 2020, the CURB is the boundary of urban uses for the City. The City may, through the Local Agency Formation Commission (LAFCO) annex lands outside of the CURB in the manner set out in the CURB ordinance.

4. Sphere of Influence

The Local Agency Formation Commission (LAFCO) in every county adopts a Sphere of Influence for each City within that county to represent "the probable ultimate physical boundaries and service area" of that city. (Government Code Section 56425.) The Ventura LAFCO has adopted such a Sphere of Influence for the City of Oxnard. Land use outside the current City jurisdiction but within the Sphere of Influence is controlled by Ventura County in formal consultation or by joint action with the City.

5. Area of Interest

The Ventura LAFCO has adopted Areas of Interest in the county. These areas define major geographic areas reflective of community and planning identity. Within each Area of Interest, LAFCO will typically permit only one incorporated city. Projects proposed in unincorporated areas of the Oxnard Area of Interest are referred to the Oxnard staff by the County of Ventura, so Oxnard may review the proposed project's consistency with

Oxnard's general plan. The Oxnard Area of Interest is generally equivalent to the area included in Oxnard's Planning Area (described below), except that the Area of Interest also includes the area between Los Angeles Avenue and South Mountain, but does not include the Point Mugu Naval Air Station (NAS)/Pacific Missile Test Center. Land outside the Sphere of Influence within the Area of Interest is controlled by Ventura County in consultation with the City.

6. Planning Area

The Planning Area is established by the City and includes Oxnard's incorporated areas and areas which bear a relation to its land use planning activities. (Government Code Section 65300.) The Planning Area is generally bounded by the Santa Clara River on the north, Los Angeles Avenue and the Beardsley Wash/Revolon Slough on the east, Mugu Lagoon on the south, and the Pacific Ocean on the west. It is similar to the Area of Interest but includes the Point Mugu NAS and does not include the area between Los Angeles Avenue and South Mountain. The latter area has been deleted from the Planning Area due to the detachment of incorporated territory in the Del Norte area.

7. City Urban Growth Boundary (CURB) and City Buffer Boundary (CBB)

In 1998, the voters of the City of Oxnard adopted an initiative, Measure F, which established urban growth boundaries for the City of Oxnard until December 31, 2020. This initiative is known as the Oxnard SOAR Ordinance. Similar measures were adopted for several other cities and the unincorporated area of Ventura County at the same time. The Oxnard initiative also established a City Buffer Boundary which generally lies outside the CURB line and is coterminous with the Area of Interest boundary. Any change to the CURB line or an agricultural land use designation within the CBB requires approval of the voters of Oxnard. Figure III-2 illustrates these boundaries. The SOAR ordinance made changes to the 2020 General Plan as a 1998 amendment.

B. Regional Plans and Policies

Described below are a number of adopted regional plans and policies which affect planning in Oxnard, together with a discussion of their relationship to the 2020 General Plan.

1. Guidelines for Orderly Development

The Guidelines for Orderly Development are regional jurisdictional policies that have been adopted by the County of Ventura, all cities in Ventura County, and the Ventura LAFCO. These Guidelines clarify the relationship between the cities and the County with respect to urban planning and services, and facilitate a better understanding regarding development standards and fees. They also identify the appropriate governmental agency responsible for making determinations on land use requests. The primary intent of these guidelines is that urban development be located within incorporated cities whenever and wherever practical.

Urban development under the 2020 General Plan would occur within the incorporated areas of Oxnard. The goals of the 2020 General Plan are consistent with the Guidelines for Orderly Development.

2. Southern California Hazardous Waste Management Plan

The Southern California Hazardous Waste Management Plan, developed by the Southern California Hazardous Waste Management Authority (SCHWMA), is comprised of the hazardous waste management plans for eight counties, including that of Ventura County. The Plan was adopted by SCHWMA on August 24, 1989, but must still be approved by the California Department of Health Services (DHS).

SCHWMA Staff, Technical Advisory Committee, and the SCHWMA Board reviewed the siting criteria contained in all eight county plans for hazardous waste management facilities. They concluded that the siting criteria met the intent of State Assembly Bill 2948 (Tanner, 1986) and did not exclude the potential of siting facilities in any county. The siting criteria may be implemented by including them as policies in the general plans of Ventura County and its constituent cities or by incorporating them into local zoning ordinances, as appropriate. Additional comments regarding implementation are presented below, along with a review of the Hazardous Waste/Materials Management Plan for Ventura County and its incorporated cities.

3. Ventura County Hazardous Waste/Materials Management Plan

The Ventura County Hazardous Waste/Materials Management Plan (CHWMP) was adopted by the Ventura County Board of Supervisors in 1986 in response to Assembly Bill 2948. The overall objective of the CHWMP is to “ensure that safe, effective, and economical facilities for the management of hazardous wastes are available when they are needed, which protects public health and the environment.” (California Health and Safety Code Section 25100, et seq.)

The CHWMP consists of a policy document, technical document, and additional appendices. The CHWMP was submitted to the DHS for review in February 1989 and was approved on June 15, 1990.

The City was represented on the CHWMP Advisory Committee and contributed to the development of the plan. The plan provides for locating a hazardous waste transfer facility within Oxnard’s Sphere of Influence, but no action has been initiated by a public entity or the private sector to build such a facility. There are no current or historic hazardous waste disposal sites within Oxnard even though there are approximately 1,000 places of business in Oxnard that handle hazardous materials. The Safety Element of the 2020 General Plan recognizes that hazardous wastes are transported through the City by truck and by rail.

At present, it is assumed that there are ample lands designated for industrial uses within the proposed Sphere of Influence for the 2020 General Plan which would accommodate the siting of a hazardous waste transfer facility. However, environmental review would be required at such time, which would necessarily address the impacts of land use and safety on the uses and properties surrounding the proposed site.

One of the actions that is explicitly required in the Safety Element of the 2020 General Plan is implementation of Assembly Bill 2948 (Tanner Bill). As a means of doing this, the City will continue to serve on the Advisory Committee as required, endeavor to support or lead actions that are assigned to cities in the CHWMP, and consider any proposed sites in Oxnard for transfer facilities.

4. Ventura County Solid Waste Management Plan (CoSWMP)

The Ventura County Solid Waste Management Plan (CoSWMP) was prepared in response to the requirements of the Nejedly-Z'berg-Dills Solid Waste Management and Resource Recovery Act of 1972 (Government Code Section 66700 et seq.), regulations promulgated by the California Waste Management Board (CWMB) (Title 14, Cal. Code Regs.), and Assembly Bills 3302 and 3334, which became effective in January 1983. The Oxnard City Council on April 9, 1985, however, declined to concur with the plans objectives and recommendations. (Resolution No. 8806). The CoSWMP was, however, adopted by the Ventura County Board of Supervisors on April 23, 1985.

The major objectives of the CoSWMP are to:

- Identify tentative municipal waste landfill sites in the western portion of the County.
- Provide adequate safeguards to protect public health and natural resources.
- Provide a means to coordinate solid waste management planning with governmental agencies, private industry, and citizen groups.
- Develop a viable, implementable and cost-effective system to manage solid and hazardous wastes.
- Assess alternatives to landfill disposal.
- Develop environmentally sound criteria for evaluating potential disposal site locations.
- Develop a Solid Waste Management Plan that is in compliance with all applicable regulations and guidelines.

Since the CoSWMP's adoption, the City of Oxnard has nevertheless worked with representatives of the Ventura County Resource Management Agency (RMA), the Ventura Regional Sanitation District (VRSD), and State and regional agencies in a manner consistent with many of CoSWMP's objectives. Such work, for example, has included extending the life of the Coastal Landfill, reopening the Bailard Landfill, and evaluating alternatives for the treatment and disposal of oilfield drilling muds and sewer plant sludge. City staff has also worked closely with the VRSD staff to review sites for a proposed municipal solid waste reduction facility that is intended to recycle

approximately two-thirds of the municipality's solid waste and, thereby, substantially extend the life of existing landfills.

In 1989, the legislature adopted AB 939, the California Integrated Solid Waste Management Act of 1989 (Public Resources Code Section 40000 et seq.) which substantially repealed the Nejedly-Z'berg-Dills Act and replaced the CWMB with the California Integrated Waste Management Board. The new Act requires each California city to prepare a source reduction and recycling element by July 1, 1991. A Countywide Integrated Waste Management Plan (CIWMP) which includes each of the city elements, is also required between July 1992 and July 1994. The Public Works Department is currently working with the VRSD, the Ventura County Solid Waste Department and other cities in Ventura County to implement programs to comply with the Act.

This 2020 General Plan addresses the waste generation patterns the City of Oxnard and contains provisions for the proper management, including recycling opportunities, of solid wastes. This plan also provides for cooperation between the City, VRSD and RMA to provide regional solutions to solid waste disposal.

5. Ventura County Mineral Resource Management Plan

The Surface Mining and Reclamation Act of 1975 (SMARA) contained two basic requirements: (1) proper reclamation of mined lands following the completion of mining activities; and (2) protection of access to mineral resources of regional and statewide significance, so urban expansion or establishment of competing land uses would not prevent extraction of the minerals. The State Division of Mines and Geology established a classification system to be utilized in the implementation of SMARA.

SMARA required that any jurisdiction in which mining is currently occurring or within which a significant regional or statewide mineral resource has been identified adopt legislation to require reclamation and protection.

The State Division of Mines and Geology has identified a number of significant mineral resource areas (designated MRZ-2 areas) within Ventura County. In compliance with SMARA, Ventura County formulated and adopted a Mineral Resource Management Plan (MRMP). The MRMP contains policies to establish land use zones that permit the timely extraction of mineral resources from MRZ-2 areas and policies to protect such resources from land uses that would preclude mineral extraction. The MRMP also contains policies to establish buffer zones around mineral extraction areas to avoid land use incompatibilities with surrounding land uses. The MRMP thus identifies land use designations that would be appropriate for these areas.

The 2020 General Plan is consistent with the MRMP. The 2020 General Plan designates the Santa Clara River as open space, which is consistent with MRMP directives. The 2020 General Plan gives the portion of the MRZ-2 area along U.S. Route 101 (Ventura Freeway) a number of different land use designations. Several of these, such as open

space, industrial and low density residential, are compatible with MRMP policies. While other designations, including commercial and medium density residential, could be contrary to MRMP policy, the Open Space/Conservation Element in the 2020 General Plan contains policies that ensure the plans overall consistency with the MRMP.

6. Water Quality Control Plan

The State mandates that the California Regional Water Quality Control Board (RWQCB) prepare water resource plans for various drainage regions. The Oxnard Planning Area is within the Santa Clara River Basin (4A). The Los Angeles Region of the RWQCB prepared a Water Quality Control Plan for the Santa Clara River Basin (4A) which was approved by the State Water Resources Control Board in 1975. The purposes of the plan include designating beneficial uses of the basin's water resources, identifying water quality objectives to protect or restore beneficial uses, establishing implementation plans to attain adopted objectives, establishing surveillance programs, and developing eligibility requirements for funding improvement projects. The time period of the Water Quality Control Plan (1970 to 2000) overlaps the time period for the City's 2020 General Plan; therefore, a detailed review of the plan was made so that ongoing problems or issues could be addressed in the 2020 General Plan.

Surface water quality problems that have been identified in the Water Quality Control Plan and which may apply to the Oxnard Planning Area include those caused by increased development and recreation uses, inadequately treated wastewater, past and present mining activities, silt and sediment from construction, and toxicants and pesticides drained from urban and agricultural land. In response to these issues, this 2020 General Plan requires that the City maintain a confined physical form, treat all wastewater in compliance with approved discharge permits, adequately control any mining activities and comment on the appropriateness of mining activities conducted under the authority of adjacent jurisdictions, and require by conditions of approval that silt and sediment from construction be either minimized or prohibited.

Groundwater problems identified for the portion of Basin 4A that is within the Oxnard Planning Area include mineralization and overextraction. Over the years, the City has decreased its dependence on groundwater within Basin 4A and has placed more reliance on water obtained from the Metropolitan Water District. In response to the groundwater problems identified, the City will endeavor to minimize dependence on Basin 4A groundwater and support the local groundwater management agency in protecting, enhancing, and replenishing the aquifers underlying the Oxnard Plain.

Conditions within the Oxnard Planning Area such as municipal and industrial waste discharges, cooling water discharges, urban and nonurban runoff, accidental oil spillage, agricultural waste, dredging, construction, harbor and bay development, vessel wastes, offshore mining operations, and natural oil seeps may contribute to ocean water quality problems.

7. Ventura County Areawide Water Quality Management Plan (208 Plan)

The legislative authorization for this plan stems from amendments to the Federal Water Pollution Control Act of 1972 (Public Law 92-500). The amendments were passed by Congress with the intent of restoring and maintaining the quality of the nation's waters.

Under Section 208 of the 1972 amendments, the governor of each state must identify areas with "substantial water quality control problems." Once identified, the governor must select "a single representative organization, including elected officials from local government" to operate "a continuing areawide water quality management planning process." The portion of the Santa Clara River Basin (4A) within the County of Ventura's boundaries was designated a "208" planning area in 1974 and Ventura County was selected to prepare the plan. The Water Quality Control Plan provided state planning input to the Areawide Water Quality Management Plan (208 Plan). As stated in the adopted 208 Plan:

"Ventura County is now and will continue to be heavily dependent on the groundwater supply with about 75 percent of the total supply derived from groundwater. Uncoordinated use and discharges by urban, industrial and agricultural complexes are continuing to deplete and degrade the supply. Contributing problems such as rising groundwaters of extremely poor quality and subsequent mineralization of surface supplies are apparent in some areas of the county. These surface flows percolate into the underground downstream and further degrade the groundwater supply. In summary, the area relies heavily upon poor quality groundwater as a main source of supply. Groundwater problems in the basin can be generally related to increasing mineralization and seawater intrusion resulting from ever-increasing consumptive uses."

While an update to the 208 Plan has been scheduled for the last several years, the update has not been completed. In 1987, the City of Oxnard responded, by letter, to the Ventura County Resource Management Agency's proposed changes to the 208 Plan operating procedures. The 208 Plan requires the City to confine its service area within certain specified "phasing lines." The City is concerned about the Ventura County Resource Management Agency's intention "to propose that the 208 Plan operating procedures be changed, by replacing all references to 'phasing lines' with references to the Sphere of Influence boundaries." The City informed the County that it is concerned that:

"[a] situation would not result wherein the 208 Plan would have to be amended as a requirement to amending the adopted Sphere of Influence Boundaries. With respect to maintaining or adjusting the Sphere of Influence Boundaries, [it is important] to emphasize that the Sphere of Influence Boundary and any subsequent amendments to it should reflect the forthcoming revisions to the City's adopted General Plan."

The population projections of the 2020 General Plan are consistent with the 208 Plan and the CURB adopted by the City will help ensure consistency with the 208 Plan.

8. Ventura County Air Quality Management Plan

In Ventura County, air pollution control is the responsibility of the Air Pollution Control District (APCD), an agency of the County. To control air pollution, the APCD prepares periodic updates to its Air Quality Management Plan (AQMP). Air quality plans and their updates have been mandated by the federal Clean Air Act since 1977.

The APCD first prepared an Air Quality Management Plan (AQMP) in 1979 pursuant to the requirements of the federal Clean Air Act, as amended in 1977. The 1979 AQMP was revised in 1982 and again in 1987; this last revision was adopted in July 1988.

The federal Clean Air Act, as amended in 1977, required that all states show attainment of the national ambient air quality standards by December 31, 1987. It became apparent that this was an impossible deadline for some parts of the country. In 1981, the Environmental Protection Agency (EPA) published revised regulations concerning ozone attainment. These regulations stated that if attainment measures could not be demonstrated by the end of 1987, additional control measures to be implemented after 1987 must be identified and attainment demonstrated at the earliest possible date.

The 1988 California Clean Air Act (CCAA), which became effective January 1, 1989, now mandates that districts prepare plans to meet the generally more stringent state standards. Districts designated pursuant to the CCAA provisions as having moderate air pollution are projected to be able to attain the relevant state standard by 1994. Districts with serious air pollution are projected to be able to meet state standards by December 31, 1997. Districts with severe air pollution are projected to be unable to meet the state standard until after the end of 1997, if at all. It is anticipated that Ventura County will be designated a district with severe air pollution; these districts are required to meet especially stringent air quality control requirements. Among these are no net increases in vehicle emissions after 1997 and transportation control measures sufficient to achieve average vehicle ridership of 1.5 persons per vehicle by 1999. (Typically, current vehicle ridership averages 1.1 to 1.2 persons per vehicle.) There are also strict requirements to reduce the exposure of the population to ambient pollution levels that are in excess of the state standard.

The 1979 AQMP, prepared after the federal Clean Air Act, predicted attainment of the federal ozone standard by 1987. However, subsequent studies revealed it was not likely that attainment could be reached with control measures proposed in the 1979 Plan. Thus, the projection for the region in the 1982 and 1987 revisions was that the federal standard would not be attained by the end of 1987, and probably not before 2010.

On October 5, 1988, the EPA formally disapproved the 1982 AQMP for its failure to demonstrate attainment of the federal ozone standard. With this disapproval, the EPA

imposed a sanction-it would not approve any major new source (100 tons or more per year) of Reactive Organic Compounds (ROC) in the portion of the County not attaining the federal standard. (ROC are present in common fuels and solvents; they participate in the formation of smog.)

As a consequence of a lawsuit filed against the EPA, the APCD and EPA are jointly preparing a federal implementation plan (FIP) to meet the federal ozone standard in Ventura County. A draft of this plan is due in September 1990; the final plan is scheduled for May 1991. The FIP will contain additional and more stringent measures than those in the draft 1987 AQMP to reduce further ROC emissions and nitrogen oxides.

The population projections of the 2020 General Plan are consistent with the AQMP. However, emissions generated by additional growth are a potentially significant impact. The policies of the 1991 AQMP may affect transportation strategies related to future development.

9. Oxnard-Camarillo Greenbelt Agreement

The City of Oxnard along with the City of Camarillo and County of Ventura is a party to the Oxnard-Camarillo Greenbelt Agreement that contributes to the preservation of a large agricultural area (approximately 27,000 acres) between the cities of Oxnard and Camarillo. Greenbelt agreements are adopted by a joint resolution of the affected agencies and represent a policy commitment to the ongoing preservation of agricultural and open space. As further evidence of Oxnard's commitment to agricultural preservation, this 2020 General Plan encourages the expansion of the Oxnard-Camarillo Greenbelt in the eastern and southeastern areas of the Planning Area outside the CURB line, and establishment of new greenbelts in the northwest portion of the Planning Area and north of the Santa Clara River in cooperation with the City of San Buenaventura and the County of Ventura as reflected in the general plans of those jurisdictions. Establishment and expansion of these greenbelts would only be made if these jurisdictions commit to prohibiting incompatible land uses (such as detention facilities and other non-agricultural and institutional uses) within the greenbelt areas.

10. Coastal Sand Management Plan

The City of Oxnard is a founding member of BEACONC Beach Erosion Authority for Control Operations and Nourishment. This organization was founded in 1986 by a joint powers agreement between the counties of Santa Barbara and Ventura and the coastal cities of Carpinteria, Oxnard, Port Hueneme, Santa Barbara and San Buenaventura. The organization's goal is to implement sand management techniques and policies that will mitigate coastal beach erosion within the region.

The Coastal Sand Management Plan-Santa Barbara/Ventura County Coastline is a comprehensive shoreline sand management plan for the Santa Barbara and Ventura

Counties coastline. The plan adopts a strategy for beach management consisting of phased implementation of beach renourishment alternatives coupled with the continued monitoring of shoreline changes. The draft Coastal Sand Management Plan includes discussions of sediment budgets, sand management strategies, and short-term and long-term plan recommendations aimed at solving projected beach erosion problems. The findings and recommendations contained in the draft Coastal Sand Management Plan will be discussed and reviewed by joint authority participants, including the City of Oxnard and the public, over the next year.

The 2020 General Plan supports the goals and objectives of BEACON and the Coastal Sand Management Plan by incorporating specific policies in the Open Space/Conservation Element that encourage the regular dredging of local harbors that replenish sand supply and to closely monitor proposals for drainage and water storage facilities that may impound sediment.

11. Southern California Association of Governments (SCAG) Growth Management Plan

In March 1989 the Southern California Association of Governments (SCAG) approved a Growth Management Plan (GMP) as part of an overall Regional Strategic Plan designed to provide a “comprehensive vision for the SCAG region.”

The GMP covers the entire SCAG region, including Ventura County, and sets forth growth management alternatives for the SCAG region. The recommended alternative, ‘GMA-4 Modified Job/Housing Balance Alternative,’ includes numerical job, housing, and population performance goals. As indicated by the name of this alternative, the primary purpose of the GMP is “to successfully achieve a balanced distribution of future jobs and housing in the region”; the recommended alternative also includes policies and alternative strategies and measures for implementation. For the Oxnard/Ventura subregion, which includes the cities of Oxnard, Camarillo, Ventura, Port Hueneme, Santa Paula, Ojai and Fillmore, the GMP sets the following performance goals for the year 2010: (1) 191,900 housing units; (2) 235,000 jobs; and (3) a population of 510,600 persons.

Based upon the data projected for the year 2010, the jobs/dwelling unit ratio for the Oxnard/Ventura subregion is 1.22, which matches the GMP target. Clearly, the subregional jobs/dwelling unit ratio could change as local governments within the subregion revise or amend their general plans. The City will need to continue to monitor the status of other general plans and to cooperate with other local governments to assure that the subregion maintains consistency with the SCAG jobs/housing target.¹

¹ Ventura County and particularly Oxnard are consistently experiencing higher employee/household ratios (1.75 resident employees/ household for Oxnard), and thus the SCAG jobs/dwelling unit target ratio for the Oxnard/Ventura subregion may need to be reconsidered.

12. SCAG Regional Mobility Plan

The Regional Mobility Plan was approved along with the GMP as part of the Regional Strategic Plan. Like the GMP, the Regional Mobility Plan covers the entire SCAG region, including Ventura County. The Regional Mobility Plan is based on the same jobs, housing, and population performance goals contained in the GMP, but its goal is to “recapture and retain the transportation and mobility levels of 1984.” The Regional Mobility Plan outlines a comprehensive strategy to retain and improve mobility within the region, including goals, objectives, and implementing actions.

13. SCAG Aviation System Study of Point Mugu Site

SCAG currently is in the initial stages of studying the advisability of locating a new regional airport facility in the Ormond Beach/Point Mugu area adjacent to the southeast corner of the City of Oxnard. This study addresses the possible construction of a commercial airport of the approximate size of the John Wayne Airport in Orange County (a facility serving about 8.5 million passengers annually). Ultimately, this study may be incorporated into the SCAG Regional Mobility Plan.

The SCAG airport study impacts the City’s consideration of land use alternatives for the Ormond Beach area. An airport facility would also impact the ongoing operations of the NAS/Pacific Point Mugu Missile Test Center. The 2020 General Plan acknowledges the current status and potential impacts of the SCAG study by including a policy requiring that planning for the Ormond Beach area proceed in such a manner that a regional airport facility is not precluded. At this time, the initial SCAG findings suggest that a regional commercial airport adjacent to Point Mugu NAS would be technically and environmentally feasible. To date, however, the SCAG report has not been distributed for public review and comment, and no public hearings or discussions have been initiated.

14. Point Mugu Pacific Missile Test Center AICUZ Update

The required noise/land use studies conducted for Air Force and Navy installations are known as Air Installation Compatible Use Zone (AICUZ) studies. The objectives are to protect military installation operations from the effects of incompatible land uses and to assist local, state and federal officials in protecting and promoting public health, safety and welfare by providing information on aircraft accident hazards and noise.

In response to the concerns of the City and adjacent landowners, the Navy is currently in the process of updating its mapping for the Point Mugu facility of the community noise equivalent level (CNEL) and accident prevention zone (APZ). The Navy announced in May 1989, that the results of the 1985 Aircraft Noise Survey for Point Mugu were flawed and that City and other planning agencies should not base land use plans on the CNEL boundaries contained in the 1985 report.

The Navy studies will impact the City's and other planning agencies; planning decisions for properties surrounding the Point Mugu facility. In the case of the Ormond Beach area, the GPAC's recommended land use alternative was directly influenced by the location of the 65 dB(A) CNEL boundary established in the Navy's 1985 Aircraft Noise Survey. The survey update will directly influence the City's future decisions on urban uses in the Ormond Beach area.

15. Oxnard Airport Master Plan

The adopted Master Plan for the Oxnard Airport (administered by the County of Ventura) consists of an Airport Layout Plan, Capital Improvement Program, and Airport Noise Control and Land Use Compatibility study (ANCLUC). The Airport Layout Plan and Capital Improvement Program were developed in accordance with policies adopted by the Board of Supervisors during July 1982, which provide in part that:

- "1. The County's role in providing air transportation is limited to meeting the general aviation and commuter service needs of the citizens of Ventura County."
- "2. The development of the Oxnard and Camarillo Airports should be limited to meeting the forecasted needs of general aviation through the year 1995 in a manner that will complement each other, optimize the use of present airport land, maximize safety, assure financial feasibility, and minimize the negative environmental effects on the surrounding communities."
- "3. The current terminal facilities at Oxnard Airport should be maximized (not expanded) to accommodate the future needs of a commuter service and abandon any further study for providing facilities to accommodate scheduled jet services at either airport."

The conclusion of the final ANCLUC report regarding the noise impacts of aircraft utilizing Oxnard Airport is that:

"Only 2 acres of land use (residential) are considered incompatible, because they are included within the CNEL 65 noise contour. The residential uses on these 2 acres became non-conforming under State Noise Law in 1986. In addition to the 2 acres, another 5 acres of residential land use is of concern, because of its proximity to the Airport. For future reference, the 2 acres of residential property may be deleted from the CNEL 65 contour by the end of the study period (1998) or sooner, if quieter aircraft continue to comprise an increasing percentage of the fleet mix."

The California Division of Aeronautics Noise Standards requires that land use be compatible within a certain CNEL contour for airports. One objective of this standard is

to create an urban development pattern in which all the land included within the criterion CNEL contour is devoted to either airport or non-sensitive land uses as defined in the standards. If the land uses surrounding the airport do not comply with the standards, the airport operator is required to obtain a variance from the state to continue airport operations. As of January 1, 1986, incompatible land uses are not permitted within the airport's 65 dB(A) CNEL contour.

The land use designations included in the Land Use Element of the 2020 General Plan do not permit any additional incompatible uses within the 65 dB(A) CNEL noise contours. The 2020 General Plan also requires abatement of existing non-conforming uses.

LOCAL GENERAL PLANS AND COASTAL PLANS

This section discusses local general plans and coastal plans in relation to the City of Oxnard 2020 General Plan.

A. Local General Plans

There are four local jurisdictions that have adopted general plans that are relevant to planning in the City of Oxnard. These are the County of Ventura, the City of Port Hueneme, the City of San Buenaventura and the City of Camarillo.

1. County of Ventura General Plan

The Ventura County General Plan, revised as of May 24, 1988, identifies urban areas designated for continued development as "Growth Areas" and identifies other urban, and rural open space, agricultural and institutional areas where additional development is not slated as "Non-Growth Areas." The Oxnard Growth Area generally consists of the area within the City's Sphere of Influence with the exception of the El Rio, Nyeland Acres, Strickland Acres and unincorporated beach communities (Channel Islands Beach Community Services District). The excepted areas constitute the Oxnard Non-Growth Area.

Based upon a review of both the draft and adopted versions of the Ventura County General Plan, there are concerns as to various aspects of the plans 2010 Regional Road Network and its associated policies. Two proposed roads are of particular concern to Oxnard. One of these roads is an extension of Telephone Road from its terminus at Olivas Park Drive in the City of Ventura to Gonzales Road in an area that is within the proposed addition to the three sides by the Oxnard Sphere of Influence and is also designated for Agricultural use and as a potential greenbelt area. This proposed road would necessitate a new bridge across the Santa Clara River in the area between Harbor Boulevard and Victoria Avenue in the northwest portion of the Planning Area. The other proposed road would be an extension of Kimball Road in the City of Ventura southerly across the Santa Clara River and then traversing the community of El Rio, and terminating at Del Norte Boulevard located to the east of Nyeland Acres. This proposal

is consistent with the circulation element in the City of San Buenaventura's Comprehensive Plan (see discussion below). This proposed road would also necessitate a new bridge across the Santa Clara River and could severely impact the amount of traffic carried on Vineyard Avenue in Oxnard as well as into El Rio and Nyeland Acres. The Kimball Road river crossing is not an essential element of the Oxnard circulation network nor is the Telephone Road river crossing.

The traffic analysis upon which the County based its general plan and draft Environmental Impact Report incorporates outdated or incorrect data. The model assumed that the City of Oxnard would fully build out all of the zoned and planned areas in the City's Sphere of Influence, including the entire Northeast Industrial Area, by the year 2010. This assumption is not consistent with the 2020 General Plan.

The Ventura County General Plan and EIR provide policies to encourage reduced auto trips by its residents. These policies include the specific Transportation Control Measures of the Draft Air Quality Management Plan. These reductions, however, are not reflected in the traffic model, which results in an overstatement of future traffic demands and road facility needs.

While the Ventura County Circulation Element reflects an attempt to improve coordinate transportation planning with the City of Oxnard, it is incomplete. The identification of Rice Avenue as the future State Route 1 is consistent with Oxnard policy and reflects the cooperative efforts by the City, the County, and Caltrans to solve the future traffic needs of the east Oxnard area. The County plan, however, neglected to include the construction of Del Norte Boulevard as an arterial and the extension of Colonia and Gonzales Roads from Rice Avenue eastward to Del Norte.

The Ventura County General Plan opposes new development in cities unless the cities provide funding for developing new roads and/or widening existing roads between the cities. It should be noted that, for many years, cities bore the impacts of unincorporated developments in the County without any cost-sharing by the County. For example, the City of Oxnard's streets are significantly impacted by development in the Silver Strand, Hollywood Beach and Channel Islands Harbor areas because all new and/or intensified development in those areas increase demands on City arterials. Development in the El Rio and Nyeland Acres areas, as well as any other development approved in the County adjacent to the City, would also have an impact on the City's arterial system and freeway interchanges. In light of these considerations, policies should be adopted by the County and all cities to comprehensively address a mutual program for funding impacted roadways.

The City recommends that any City/County funding program for intercity road improvements be developed within an equitable framework. The City also recommends that the County Public Works Agency (PWA) coordinate with the County Planning Division, local cities and Caltrans to develop a program to fund improvements needed to

the County Regional Road Network that includes all sources of funding available to both the County and the cities for road building purposes.

2. City of Port Hueneme General Plan

The City of Port Hueneme is bordered on three sides by the City of Oxnard. Its current population is 21,242. The U.S. Navy Construction Battalion Center occupies a 1650-acre site that comprises almost half the area of Port Hueneme. The northern portion of Port Hueneme, north of Channel Islands Boulevard between Victoria Avenue and Ventura Road, is designated for local neighborhood and general commercial uses and high, medium, and low density residential land use in its general plan. The Oxnard 2020 General Plan designates the adjacent area in Oxnard as neighborhood commercial, and medium and low density residential. The area south of Channel Islands Boulevard, north of Pleasant Valley Road and east of Ventura Road within Port Hueneme is designated predominantly low density residential. The land use designations in the adjacent areas within the City of Oxnard are identical. The Port Hueneme General Plan designates the area south of Pleasant Valley Road, north of Hueneme Road, as medium density residential. The 2020 General Plan designates the adjacent land uses within Oxnard as medium and high density residential and visitor serving and convenience commercial. The area within Port Hueneme along Victoria Avenue, south of Channel Islands Boulevard, is comprised of the naval base and unincorporated County areas. In sum, the Oxnard 2020 General Plan is compatible with the land use designations of the City of Port Hueneme General Plan.

Access to and from Port Hueneme is provided by two major north-south arterials, Victoria Avenue and Ventura Road. Major east-west access routes include Channel Islands Boulevard, Pleasant Valley Road and Hueneme Road. Development in Oxnard under the 2020 General Plan would not affect the level of service (LOS) for these streets; they would remain at LOS "C" because the roads have been or are currently being widened and are operating below capacity. The recent development of commercial and residential areas in Port Hueneme north of Channel Islands Boulevard will impact Victoria Avenue and Channel Islands Boulevard and cause some increase in trip generations. Ventura Road, south of Channel Islands Boulevard, has experienced some redevelopment within Port Hueneme that has increased local traffic. Pleasant Valley Road, with the exception of the intersection at Ventura Road, transverses areas that are predominantly residential; the road is not anticipated to require additional widening. Hueneme Road provides direct access to Route 1. It has been fully widened through Port Hueneme to Saviers Road within the City of Oxnard and will be further widened and improved as adjacent development occurs east of Saviers Road.

3. City of San Buenaventura Comprehensive Plan

On August 28, 1989, the City Council of San Buenaventura (Ventura) approved an update of the city's Comprehensive Plan that is intended to guide development through the year 2010. The projected future population levels in the Comprehensive Plan are 102,000 for the year 2000 (105,000 if additional water supplies are obtained) and 115,000 for the year 2010. The city's population on January 1, 1990 was 92,254. The Ventura Comprehensive Plan also encourages the establishment of a greenbelt north of the Santa Clara River and south of the river in the northwest portion of the Oxnard Planning Area.

The City of Oxnard has expressed its concerns to Ventura regarding the capacity of the freeway and arterial road network that serves Oxnard and Ventura, specifically the proposal to extend Kimball Road in Ventura southerly across the Santa Clara River to tie into Vineyard Avenue in Oxnard. Such an extension may have benefits to the residents of Ventura, but would not be an essential facility in the Oxnard circulation network. It is thus not identified in the Oxnard 2020 General Plan Circulation Element. Because the cities of Ventura and Oxnard are physically separated by the Santa Clara River, both cities are currently working together to increase the capacity of the Ventura Freeway bridge over the Santa Clara River and to improve traffic circulation between the two cities.

4. City of Camarillo General Plan

The Camarillo General Plan allocates residential, commercial, industrial, public, and agricultural land uses for the 11,700 acres of incorporated territory east of the City of Oxnard. The city's current population is 50,043. The Camarillo Area of Interest, which borders the Oxnard Area of Interest, covers 48,105 acres. Camarillo's General Plan provides for multiple residential densities (from one home on 60 acres to 25 homes on 1 acre); a "land bank" to save industrial property; the maintenance of a rural atmosphere; and the encouragement of diversification rather than duplication of retail and other commercial land uses.

The City of Oxnard is connected to the City of Camarillo by Route 101, which serves the Oxnard Plain as the major east-west route and is also a major State highway for north and south traffic along the coast. The Camarillo General Plan does not directly affect Oxnard because Oxnard and Camarillo are not contiguous. However, the City Councils of both cities and the Ventura County Board of Supervisors have adopted an agreement that establishes a permanent greenbelt of over 27,000 acres of open space between Oxnard and Camarillo, which serves to create a buffer between urban land uses in the two cities.

B. Local Coastal Plans

The California Coastal Act of 1976 (Public Resources Code Sections 30000 et seq.) requires each local jurisdiction lying in whole or in part within the Coastal Zone to prepare a local coastal program (LCP) for that portion of the Coastal Zone lying within its jurisdiction. The LCP must be certified by the Coastal Commission. Likewise, amendments to the LCP must be submitted to the Coastal Commission for review and certification.

Oxnard's certified LCP consists of two separate documents, a Coastal Land Use Plan (LUP) and implementation program (coastal zoning regulations and zoning maps) which govern land use within the Coastal Zone. Although the LUP is considered an element of the 2020 General Plan, the LUP and implementation program are a discrete planning program. Although the land use designations on the Land Use Element Map (**Figure V-2**) and the information presented in the Open Space/Conservation Element are consistent with the LCP, the LUP and implementation program should be consulted for specific land use designations and policies.

Portions of the Oxnard Planning Area are adjacent to the Coastal Zone boundaries of two neighboring cities, Port Hueneme and Ventura, and the County of Ventura, all of which have each adopted LCPs. The following discussion addresses consistency among the respective LCPs with respect to four issue areas within the Oxnard Coastal Zone.

1. Santa Clara River

The Santa Clara River, located at the northern edge of the McGrath/Mandalay Beach area, is the natural boundary between the City of San Buenaventura and the City of Oxnard. The river and the adjacent unincorporated property within the Coastal Zone are within the County of Ventura's jurisdiction and are designated for recreation open space and agricultural use. The City of Oxnard's 2020 General Plan and Coastal Land Use Plan designate the area between West Fifth Street and the Santa Clara River for resource protection, park, and public utility energy facility use. The nearby areas within the City of San Buenaventura are designated for recreation and open space uses. Thus, the Oxnard 2020 General Plan and LCP are compatible with the land use designations of these adjacent jurisdictions.

2. Mandalay Bay

Mandalay Bay is a low density residential area located in the Oxnard Shores area north of Channel Islands Boulevard and west of Victoria Avenue. The land use designations in the City of Port Hueneme LCP for the area north of Channel Islands Boulevard and east of Victoria Avenue are neighborhood and general commercial and high density residential. These land use designations are compatible with adjacent land uses designated under the Oxnard 2020 General Plan and LCP. These land use designations allow both cities the opportunity to achieve the stated goals and policies of their respective general and coastal plans.

3. Channel Islands Harbor

The Channel Islands area is located south of Channel Islands Boulevard and west of the U.S. Navy Construction Battalion Center and includes the unincorporated areas of Hollywood Beach and Silver Strand, in addition to Channel Island Harbor. The harbor itself is located south of Channel Islands Boulevard and west of Victoria Avenue. The harbor area is covered by Oxnard's LCP and by the County of Ventura's General Plan (which serves as its LCP) and Public Works Plan.

The Oxnard 2020 General Plan and Oxnard LCP designate the harbor area for harbor-related visitor serving commercial, high density residential, industrial priority to coastal-dependent uses, and parks. The County of Ventura Public Works Plan governs uses in the harbor area. These include visitor serving boating and non-boating uses, residential, boating-dependent industrial, commercial fishing and visitor serving harbor-oriented land uses. These uses are consistent with the Oxnard 2020 General Plan and LCP.

The high density residential and open space land use designations of both Hollywood Beach and Silver Strand in the County of Ventura General Plan are also consistent with the Oxnard 2020 General Plan and LCP. Although the several small commercial designations within the County's General Plan for the unincorporated beach area are not reflected in the City's LCP, there is no real conflict because the City assigns land use designations to this area that are more inclusive than the County's.

4. Ormond Beach

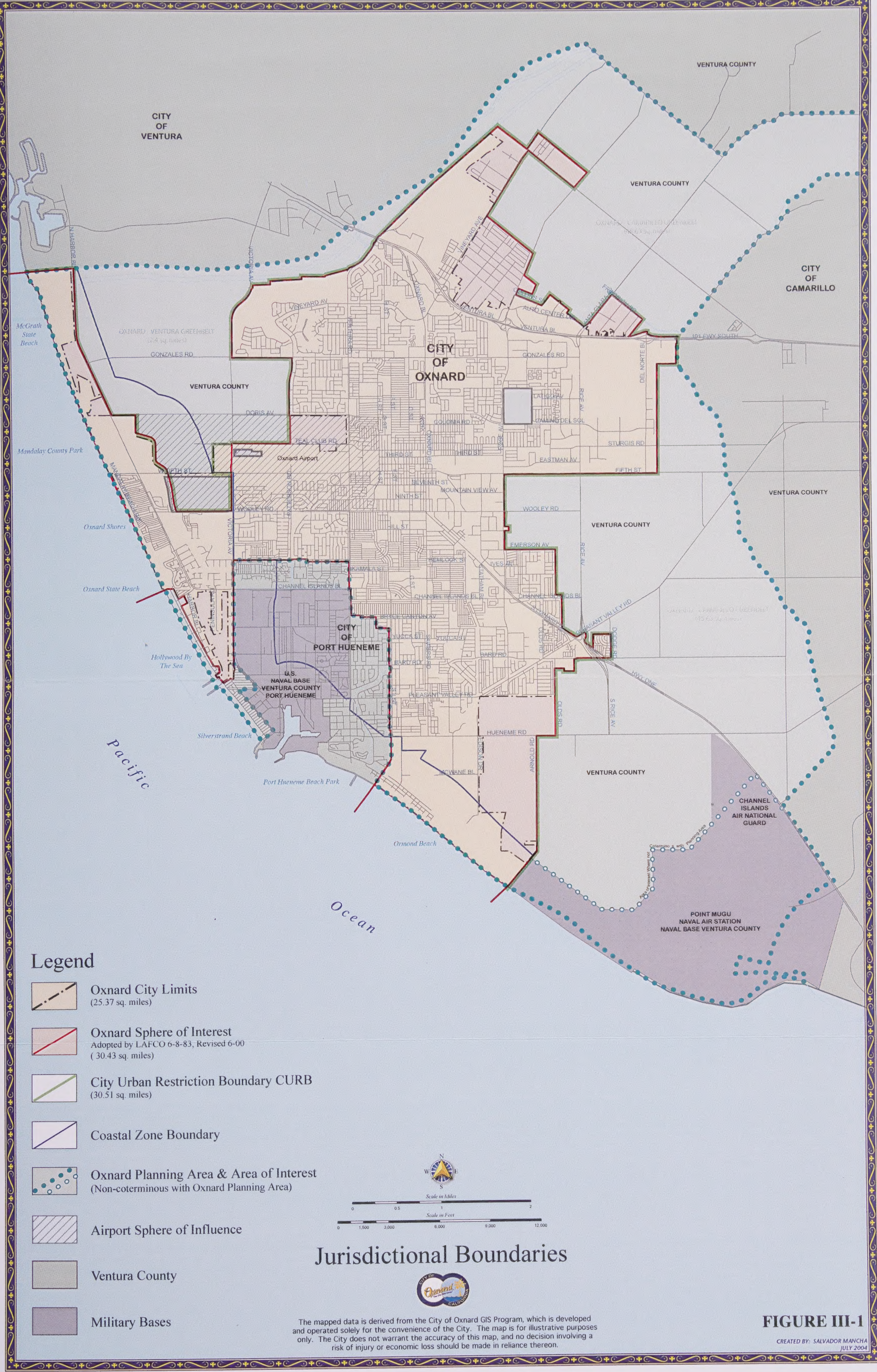
The Ormond Beach area, in the southern portion of Oxnard, is adjacent to the City of Port Hueneme. It includes unincorporated land both within and outside the Coastal Zone boundary and the City's 1981 Sphere of Influence. It is generally located south of Hueneme Road and northwest of Point Mugu NAS. The Oxnard 2020 General Plan and LUP designate the area within the Coastal Zone as industrialCpriority to coastal-dependent uses, coastal recreation, resource protection, and public utility/energy facility.

The City of Port Hueneme's General Plan serves as its LCP. The Coastal Zone is located generally south of Hueneme Road and west of the Oxnard city limits. Land use designations on its land use map, which includes areas within and outside the Coastal Zone, are coastal-related industrial, high-density residential, parks and open space.

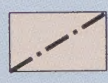
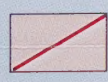
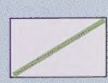
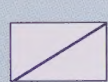
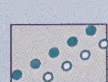
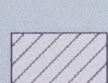
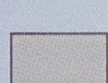
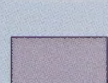
For the area south of Hueneme Road and immediately east of the Port Hueneme city limit, the City of Oxnard land use designations are industrialCpriority to coastal-dependent uses, visitor serving commercial, and parks. These land use designations are compatible with those of Port Hueneme, except for a portion of a residential area of Port Hueneme that is adjacent to the City of Oxnard Wastewater Treatment Plant. The plant was originally constructed in 1956 and has continued to expand its facilities to include processing of wastewater from the Navy Construction Battalion Base, Point Mugu NAS, and the cities of Port Hueneme and Oxnard.

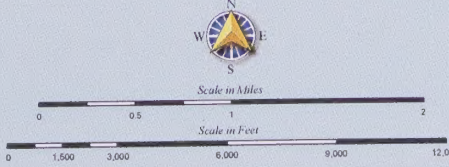
These conflicting land uses have been coexisting since 1975 when the City of Port Hueneme developed the residential area adjacent to its own industrial area. Through the use of the latest technology to reduce noise and control odor, the potential conflict between residential and industrial uses has been reduced.

The unincorporated area within the City's Sphere of Influence in the Ormond Beach area is designated for agricultural use by the County's General Plan. The County General Plan designation of agriculture for these areas is modified by the Urban Reserve Overlay that indicates these areas are within the City of Oxnard's Sphere of Influence and are subject to annexation to the City as development occurs. The remaining unincorporated area outside the 1981 Sphere of Influence is designated as Open Space-Agricultural in both the 2020 General Plan and the County of Ventura's General Plan.



Legend

-  Oxnard City Limits
(25.37 sq. miles)
-  Oxnard Sphere of Interest
Adopted by LAFCO 6-8-83, Revised 6-00
(30.43 sq. miles)
-  City Urban Restriction Boundary CURB
(30.51 sq. miles)
-  Coastal Zone Boundary
-  Oxnard Planning Area & Area of Interest
(Non-coterminous with Oxnard Planning Area)
-  Airport Sphere of Influence
-  Ventura County
-  Military Bases



Jurisdictional Boundaries



The mapped data is derived from the City of Oxnard GIS Program, which is developed and operated solely for the convenience of the City. The map is for illustrative purposes only. The City does not warrant the accuracy of this map, and no decision involving a risk of injury or economic loss should be made in reliance thereon.

FIGURE III-1

CREATED BY: SALVADOR MANCHA
JULY 2004

IV. GROWTH MANAGEMENT ELEMENT

1. PURPOSE AND SCOPE

The purpose of this element is to provide a framework for the growth management process, including the development of a growth management plan and the implementation of that plan.

The scope of this element includes the development of a growth management plan and the implementation of that plan.

The growth management plan is a document that outlines the vision, goals, and strategies for the growth of the community.

The growth management plan should be developed in a collaborative manner, involving the community, the private sector, and the public sector.

The growth management plan should be updated regularly to reflect changes in the community and the private sector.

The growth management plan should be used as a guide for the development of the community and the private sector.

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IV. Growth Management Element

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IV. GROWTH MANAGEMENT ELEMENT

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IV. GROWTH MANAGEMENT ELEMENT

INTRODUCTION

The goals and policies expressed in this 2020 General Plan represent a blueprint for the development of the City through the year 2020. Along with the designation and allocation of land uses, a fundamental goal of the 2020 General Plan is to establish balanced growth for the City of Oxnard. Key to achieving this goal are policies and programs that provide for the orderly phasing of development in terms of both timing and location.

Growth management is an essential component of contemporary community planning. Communities throughout Southern California must balance resources and community values against ever increasing demands from a growing regional population. In Ventura County growth management programs are supported by the goals of several regional planning programs and policies, including the Air Quality Management Plan and the Guidelines for Orderly Development.

Although the Growth Management Element is an optional element of the 2020 General Plan, it has equal status with the elements that are required by State law. This element is in fact a composite of several elements of the 2020 General Plan, particularly Land Use, Circulation, Housing, and Economic Development, in terms of managing the growth that is planned for Oxnard. In addition, the Growth Management Element provides another yardstick by which to measure the consistency of specific development projects with the 2020 General Plan.

SETTING

A. The Need for Effective Growth Management

Although state planning law requires cities to adopt plans that are long-range in scope, increasingly general plans are also expected to regulate short-term growth and development.

This 2020 General Plan provides for a 30-year buildout of the City by establishing appropriate land use designations and policies that define the City's "holding capacity"- the ultimate size of the community if all land uses shown on the Land Use Map (**Figure V-5**) were to be built. At the same time, it also provides for anticipated growth and public facilities and service needs for successive five-year periods over the life of the plan.¹ From a planning viewpoint, these shorter time-frames are more realistic because trends and assumptions are less likely to change significantly. Moreover, short-term planning fosters better implementation because planning efforts can be directed on a more focused and immediate set of tasks, which are defined against the background of the full anticipated buildout.

Still, a successful plan must be more than merely a set of static short-range and long-range goals, it must create a dynamic approach to the important quality of life issues facing the City. In a changing world, set standards cannot deal effectively with the different types of growth and their different infrastructure and service demands. What is needed is a way to continuously measure the actual impact of development and to regulate further development accordingly. To accomplish these tasks, this Growth Management Element establishes a Growth Management and Monitoring Program with these key features:

1. The creation and implementation of Five-Year Development Plans to assure a desirable balance between short-term growth and infrastructure within the context of the broader long-term goals the 2020 General Plan must serve.
2. A Project Consistency Review Program that provides a detailed, performance-based approach for incorporating phasing, infrastructure, fiscal and jobs/housing balance requirements in specific project approvals based on the performance standards that are established in the Five-Year Development Plans.
3. The institution of a Development Monitoring System to monitor growth on a project-by-project basis using a detailed database to enable the City to track (i) actual cumulative impacts on the infrastructure systems from all developments, and (ii) actual impacts from individual projects.
4. Frequent review and adjustment of the Five-Year Development Plan and the performance standards to create the sensitivity required for effective planning and regulation.

¹This information is found primarily in the Circulation Element, the Public Facilities Element, the Parks and Recreation Element, and the Housing Element.

This comprehensive program links residential, commercial and industrial development directly to the availability and capacity of public services and facilities. This program requires that the public facilities necessary to serve all new development be in place at the time of need.

B. Population, Housing and Employment Trends

The key components of this Growth Management and Monitoring Program are the City's population, housing and employment projections through the year 2020. The population projection is based on the number of additional residents that could be accommodated by future residential development that is consistent with the Land Use Element. Future employment estimates are based on projected commercial and industrial land uses.

The estimated population (as of January 1989) within the City's Sphere of Influence is 127,721 with a total of approximately 41,857 housing units (see **Table IV-1**). As illustrated in **Table IV-1**, buildout of the 2020 General Plan would significantly increase both population and housing. By the year 2020, there could be 164,936 persons and the housing stock could increase to 54,319 dwellings.

Table IV-2 provides projections for major nonresidential development for the same time period. This data can be used to estimate future employment opportunities within Oxnard. Using the land use categories contained in **Table IV-2**, **Table IV-3** summarizes the potential changes in employment during the planning period. By the year 2020, there could be 115,452 jobs.

In summary, buildout of the 2020 General Plan could add a total of approximately 37,215 persons, 12,462 dwellings, and 73,324 jobs to existing conditions. These forecasts are estimates based on recent development trends, and allocations related to master planned and other approved projects; they represent a current "best guess" as to future development and are subject to change in light of actual experience.

Although the 2020 General Plan provides for the eventual construction of the public infrastructure necessary to accommodate this growth, the pace of residential, commercial and industrial development should be metered to avoid the potential growth inducing impacts of overly rapid development. Managing growth is vital to ensuring orderly development over the entire 30-year planning period and to achieving other City objectives, including maintaining adequate, affordable housing, achieving an appropriate jobs/housing balance, maintaining fiscal integrity and providing quality public services and facilities for the residents of Oxnard. These issues are each discussed below.

TABLE IV-1
PROJECTED POPULATION AND HOUSING (1989 - 2020)

Category	DU=s. ¹	Persons/ DU=s	Estimated Population
<u>1989</u>			
1. Residential - Low Density (SFD) ²	24,062	3.7	89,029
2. Residential - Medium Density (SFA) ³	1,176	2.7	3,175
3. Residential - Medium/High Density	4,926	2.7	13,300
4. Apartments	8,850	1.9	16,815
5. Elderly Apartments	-0-	1.9	-0-
6. Mobile Homes	<u>2,843</u>	1.9	<u>5,402</u>
Total	41,857		127,721
<u>2020</u>			
1. Residential - Low Density (SFD)	28,695	3.7	106,172
2. Residential - Medium Density (SFA)	6,785	2.7	18,319
3. Residential - Medium/High Density	5,813	2.7	15,695
4. Apartments	9,356	1.9	17,776
5. Elderly Apartments	475	1.9	903
6. Mobile Homes	<u>3,195</u>	1.9	<u>6,071</u>
Total	54,319		164,936

¹DU's = Dwelling Units

²SFD = Single-Family Detached

³SFA = Single-Family Attached

TABLE IV-2**COMPARATIVE NONRESIDENTIAL LAND USE SUMMARY**

Land Use Category	1989	2020
Office 1,000 sq. ft.	1,572	5,727
Retail 1,000 sq. ft.	4,944	9,535
Food 1,000 sq. ft.	273	483
Hotel Rooms	1,241	2,524
Business Park 1,000 sq. ft.	-0-	10,226
Light Ind. 1,000 sq. ft.	7,588	36,423
Industry 1,000 sq. ft.	<u>4,938</u>	<u>5,008</u>
	12,526	51,657

Source: 2020 General Plan Technical Appendix - Land Use and Trip Generation Summaries.

TABLE IV-3

PROJECTED JOB GENERATION BY LAND USE

Land Use Category	1989	2020
Office 1:250 sq. ft.	6,288	22,908
Retail 1:450 sq. ft.	10,987	21,189
Food 1:333 sq. ft.	819	1,450
Hotel .8 per Room	993	2,019
Business Park 1:400 sq. ft.	0	25,565
Light Ind. 1:1500 sq. ft.	5,059	24,282
Industry 1:1240 sq. ft.	3,982	4,039
SUBTOTALS	28,128	101,452
Miscellaneous ¹	14,000	14,000
TOTAL JOBS	42,128	115,452

¹Projected increases in this category are included in above categories.

C. Housing

This Growth Management Element is intended complement and support the policies in the Housing Element to encourage a variety of housing types to meet the City's needs. In accordance with state law, the Housing Element provides an assessment of the City's existing and projected housing needs for all income levels, including the City's share of the regional housing needs. The 1988 Regional Housing Needs Assessment (RHNA) prepared by the Southern California Association of Governments (SCAG) indicates that for Oxnard to accommodate its share of the expected regional growth, approximately 3,926 housing units will need to be provided over the period 1989-1994. (See **Table XIII-8** in the Housing Element.) This determination has been incorporated into the City's quantified objectives for new housing construction over the next five-year period.

State law requires the City to revise its Housing Element every five years. In some cases, the total housing need may exceed available resources and the City's ability to satisfy this need in light of other state planning law requirements. Under these circumstances, the quantified objectives need not be identical to the existing housing needs, but should establish the maximum number of housing units that can be constructed, rehabilitated and conserved over a five-year time frame. Government Code Section 65583(b).

D. Jobs/Housing Balance

The Southern California Association of Governments (SCAG), the Environmental Protection Agency (EPA), and the Ventura County Air Pollution Control District (APCD) have all identified the imbalance between the location of housing and the location of employment opportunities as contributing to a variety of adverse environmental and social impacts. These impacts include increased air pollution, energy consumption, traffic congestion, and commuting times between home and work. By providing a balance between jobs and housing in the region, it will be possible to reduce energy consumption, improve traffic conditions, and contribute to the quality of life. For this reason, the recently adopted SCAG Growth Management Plan¹ requires cities to include jobs/housing objectives in their general plans by January 1, 1990.

The growth management policies in this Element are directed at regulating the relative amounts of both job-generating land uses and housing construction to achieve local and sub-regional jobs/housing goals.

The Five-Year Development Plans described below will forecast jobs/housing factors and establish appropriate targets for Oxnard for five year periods over the life of the 2020 General Plan. Annual reports will provide periodic evaluations of compliance with the targets and identify any policy changes necessary to address potential imbalances. The

¹See Chapter III (Regional Planning Framework) for a discussion of the SCAG Growth Management Plan.

following sections provide background information for assessing the City's jobs/housing balance.

1. Measures of Jobs/Housing Balance

Three different measures or indicators of jobs/housing balance are currently used by local and regional jurisdictions. These indicators are generally presented in ratio-form. They are discussed below.

a. SCAG Jobs/Dwelling Unit Ratio

One measure, adopted by SCAG in its Growth Management Plan, is the ratio between jobs and dwelling units (DUs) within a community. As stated above, as of January 1989, land uses in the City's Sphere of Influence generate approximately 42,128 permanent jobs and include 41,857 dwelling units. Thus, the jobs/dwelling unit ratio for the City is now about 1.01 jobs/DU. However, because this measure does not take into account the number of actual residents, it is not sensitive to changes in average household size over time. The current ratio of persons per household for Oxnard is about 3.05.

b. Jobs/Population Ratio

Another measure of jobs/housing balance used by SCAG and the County is the percentage of available jobs compared to population. For the Oxnard Sphere of Influence, this percentage is currently 33 percent. This measure does not, however, account for the actual percentage of potential employees in the population. For Oxnard, this figure is about 57 percent of area population.

c. Jobs/Employee Ratio

The third indicator of the jobs/housing balance in a community is to compare the number of jobs generated by approved land uses (42,128) with the actual number of employees living in the community. This latter number can be estimated by multiplying the number of housing units by 1.75, the average number of workers per household for the City, as determined by the Department of Finance (DOF) and the Economic Development Department (EDD). The result is about 73,249 employees. Using this measure there are .58 jobs per employee in the City (or 1.74 resident employees for every available job). Under balanced conditions, a ratio approaching 1.00 would be expected. In other words, there are now about 31,121 more resident employees in the City than there are jobs.

d. Summary

In summary, the current jobs/housing situation in the City can be expressed as: (1) 1.01 jobs/DU, (2) .33 jobs/person, and (3) .58 job/ employee. (See **Table IV-4.**) These three measures can be related to each other as shown on the following page:

$$\begin{array}{lcl} \text{Equation 1:} & \frac{(1) 1.01 \text{ jobs/DU}}{(A) 3.05 \text{ persons/DU}} & = .33 \text{ job/person} \quad (2) \end{array}$$

$$\begin{array}{lcl} \text{Equation 2:} & \frac{(2) .33 \text{ job/person}}{(B) .57 \text{ employee/person}} & = .58 \text{ job/employee} \quad (3) \end{array}$$

$$\begin{array}{lcl} \text{Equation 3:} & (3) .58 \text{ job/employee} & = \frac{1.01 \text{ jobs/DU}}{1.75 \text{ employees/DU}} \quad (1) \end{array}$$

Assuming the City maintains (A) an average person per household ratio of 3.05, (B) an employment rate of 57 percent and (C) a worker per household ratio of 1.75, the “ideal” job/housing targets for the City would be: (1) 1.75 jobs/DU, (2) .57 job/person, and (3) 1.00 job/employee. Thus, all of the measures of jobs/housing balance suggest that the City currently is in a job-poor/housing-rich condition.

In establishing appropriate policies to achieve the desired goal of providing jobs and housing for all available workers and their families, though, it is important to consider carefully the effect of changes over time in household size, the employment rate and the workers/household rate. Otherwise, unintended consequences, such as overcrowding or overbuilding, may result.

In addition to producing the proper amount of housing, however, it is also important to encourage the appropriate mix of housing types (e.g., single family, apartments, handicapped) to accommodate the family and income characteristics of the City’s workforce. SCAG’s Growth Management Plan encourages the adoption of implementation measures that would promote a match between an areas price of housing and the household income of those who work there, “to assure not only a numerical match between jobs and housing but also an economic match in terms of type of jobs and housing.”

2. Future Citywide Jobs/Housing Balance

Table IV-4 summarizes the City’s projected population, housing and employment levels for the years 2000, 2010 and 2020. It also presents jobs/housing balance ratios based on the various methods of measurement discussed above.

By the year 2010, the SCAG target year, based on the housing data set forth in **Table IV-1** and assuming a constant 1.75 employee per household figure for the City (based on DOF and EDD data), planned residential land uses would generate a total of approximately 50,165 housing units and 87,788 resident employees within the City’s

Sphere of Influence. Planned employment generating land uses could create about 91,010 jobs or about 3,222 more jobs than resident employees.

By the horizon year (2020), buildout of all planned residential land uses would generate a total of approximately 54,319 housing units and 95,058 resident employees within the City's Sphere of Influence. Employment generating land uses could create about 115,452 jobs. Comparing the total projected number of jobs generated by the 2020 General Plan land uses (115,452), and the projected number of employees living in the City's Sphere of Influence (95,058) suggests that there could be about 20,394 more jobs than employees by the year 2020.

To summarize, on a citywide basis, with buildout under the 2020 General Plan, the present 1.01 jobs/dwelling unit ratio would reach 2.12, the jobs/employee ratio would rise from .58 to 1.21, while the jobs/population ratio would increase from 33 percent to 70 percent. Each of these measures show the City going from a relatively job-poor situation at present, to a fairly balanced condition by 2010, and then to a slightly job-rich condition by the year 2020, assuming buildout of all planned land uses. It is important to remember that these projections are merely estimates, and could be affected by changes in family size, employment rates and job types.

TABLE IV-4

POPULATION, HOUSING, JOBS AND EMPLOYEE SUMMARY

	<u>1989</u>	<u>2000^c</u>	<u>2010^e</u>	<u>2020</u>
Population	127,721	140,126	152,531	164,936
Dwelling Units	41,857	46,011	50,165	54,319
Jobs	42,128	66,569	91,010	115,452
Employees ^a	73,249	80,519	87,788	95,058
Jobs/Dwelling Units ^b	1.01	1.45	1.81	2.12
Jobs/Employees ^c	.58	.83	1.04	1.21
Jobs/Population ^d	.33	.47	.60	.70

^aResident employees derived by applying 1.75 worker/household ratio.

^bBalance = 1.75 Jobs/Dwelling Unit

^cBalance = 1.00 Job/Employee

^dBalance = .57 Jobs/Person

^eStraight line approximation from 1989 to 2020

More importantly, however, both the County and SCAG have noted that while the jobs/housing issue needs to be addressed on the local level, effective jobs/housing balance measures must be implemented and aimed at achieving goals on a subregional level. SCAG, in its Growth Management Plan, specifically recognizes that in order to improve the region's transportation system and air quality, balance is needed at the subregional scale; balance at the smaller city-scale, in most cases, is not necessary. The next section discusses how the City's projected jobs/housing figures relate to SCAG's overall goals for the subregion.

3. Jobs/Housing Balance Subregional Perspective

The SCAG Growth Management Plan Baseline Projection shows that as of 1984, the Oxnard/Ventura subregion¹ had a population of 370,600 and generated 158,600 jobs with 129,600 housing units for a jobs/dwelling unit ratio of 1.22. According to SCAG, a balanced subregion is technically defined as having an employment to housing ratio matching that of the Southern California region --1.27 in 1984 and 1.22 in 2010. Job-rich subregions have ratios greater than the regional average and housing-rich subregions have ratios lower than the regional average. Using the SCAG criteria, the Oxnard/Ventura subregion is presently in a slightly "job-poor" condition.

The SCAG Growth Management Plan establishes jobs, housing and population performance goals for the year 2010 for the Oxnard/Ventura subregion as follows:

- jobs increase by 76,400 to a total of 235,000 jobs
- housing increases by 62,300 to a total of 191,900 housing units
- population increases by 140,000 to a total of 510,600 persons.

¹The Oxnard/Ventura subregion includes the cities of Oxnard, Camarillo, Ventura, Port Hueneme, Santa Paula, Ojai and Fillmore and unincorporated County areas (see **Figure IV-1**).



GENERAL PLAN

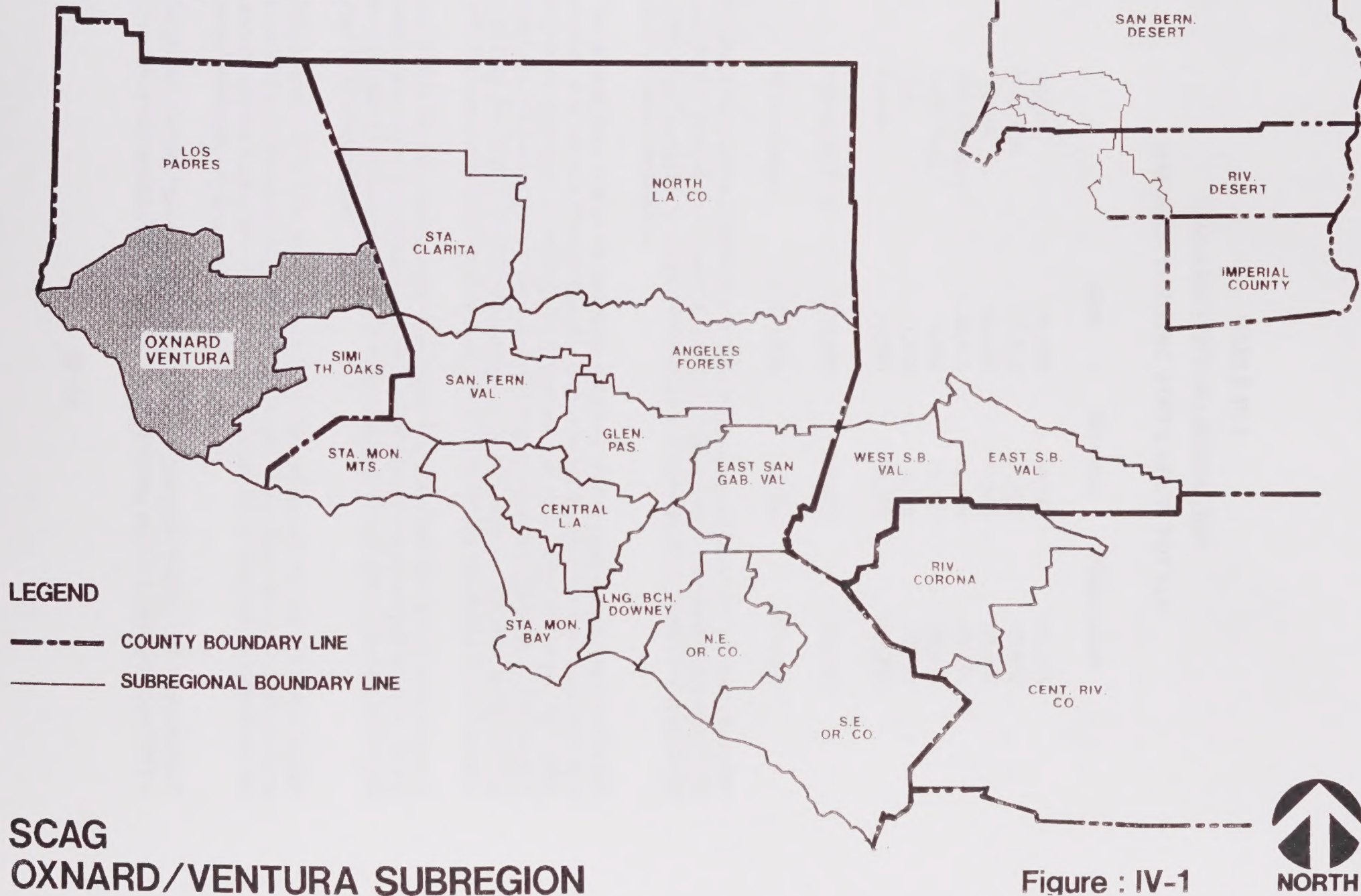


TABLE IV-5
OXNARD/VENTURA SUBREGION
2010 JOBS, HOUSING, POPULATION TOTALS

	JOBS	HOUSING	POPULATION
Oxnard	91,010	50,165	152,531
Camarillo	25,818	26,402	63,808
Ventura	62,422	55,901	128,307
Port Hueneme	20,511	15,400	38,422
Santa Paula	6,644	10,655	28,167
Ojai	3,000	3,299	8,052
County	33,500	38,200	104,250
 Subregion Total	 242,905	 200,022	 523,537
 SCAG Target	 235,000	 191,900	 510,600

By adding the projected 2020 General Plan jobs, housing and population projections for the year 2010 to those of other general plans for the cities and unincorporated county areas in the subregion, it is possible to measure consistency with this objective. **Table IV-5** presents the results of these calculations.

The general plans within the subregion include population projections totaling 523,537 persons, or about 12,937 more than the SCAG subregion goal. Thus, although the City's population projection is substantially lower than the 1987 SCAG projection (203,082), buildout of all current general plans in the subregion together could result in a population exceeding the SCAG Growth Management Plan projections. The total potential jobs (242,905) and total planned housing units (200,022) would also exceed the SCAG forecasts.

The SCAG Growth Management Plan states, however, that the central determinant of balance is the actual jobs/dwelling unit ratio rather than the overall numerical totals. SCAG has established a goal for the Oxnard/Ventura subregion of 1.22 jobs per household (235,000 jobs/191,900 households).

The projected 2010 subregional ratio is 1.214 jobs per household (242,905 jobs/200,022 households), which nearly matches the SCAG target. Thus, although the local general plans generate slightly higher jobs and housing totals than the SCAG forecasts, it appears that the overall subregion will be in balance by the year 2010.

The SCAG Growth Management Plan also establishes jobs/dwelling unit "performance" ratios that are computed on added jobs and added dwelling units in a subregion from 1984 to

2010. For the Oxnard/Ventura subregion this figure is 1.23. The projected performance ratio based on the current general plans is closer to 1.20 (84,305 jobs/70,422 households).

SCAG recognizes that cities and counties can approve projects that cause a subregion to exceed its numerical job and dwelling unit forecasts if:

1. The performance goals and incremental jobs/dwelling unit ratios are maintained and growth does not exceed the area's infrastructure capacity, and
2. Mitigation measures ensuring (i) housing/economic development, or (ii) balance promoting infrastructure improvements such as new schools or underground utility lines, as appropriate, are met.

Thus, as long as a subregion adds jobs and housing at the indicated ratio and satisfies the above criteria, it is considered to be contributing to the overall regional balance.

Finally, it should be noted the policies in SCAG Growth Management Plan and the 1989 South Coast Air Quality Management Plan (AQMP) for the Los Angeles basin explicitly recognize the growing importance of two wage-earner households in determining "jobs/housing" balance. These same conditions exist to a great degree in Ventura County. For Ventura County as a whole, the employee per household ratio has increased from 1.26 in 1980 to 1.60 in 1989 that suggests that the SCAG jobs/dwelling unit target may be too low. In other words, it may underestimate the need for jobs in the subregion, and overestimate the need for housing.

E. Public Services and Facilities

Buildout of the 2020 General Plan will require a substantial commitment of public resources to supply the necessary infrastructure and services, such as roads, sewers, waste disposal, police and fire protection, etc. The major projected facility and service requirements for the 30-year planning period are discussed in the Circulation, Public Facilities, Parks and Recreation and Housing Elements. Nevertheless, effective growth management must also recognize the different constraints posed by the various infrastructure systems. The impact of some factors, such as waste treatment capacities, will primarily affect the overall level of possible development while others, such as roadway level of service, will have greater influence on the timing and location of particular developments. Accordingly, the criteria for judging project consistency with development standards should reflect these differences.

F. Fiscal Impacts

In addition to achieving a balance between jobs and housing opportunities and providing adequate infrastructure, the City also needs to maintain a favorable position regarding the revenues generated to the City by new and existing development (through property and sales taxes and other fees) and the expenses for public services associated with that development.

The Five-Year Development Plans will evaluate the forecasted land use mix, provide an estimate of development-related revenues and costs and recommend how to achieve a positive revenue position with respect to existing and new development.

FINDINGS

1. Buildout of the 2020 General Plan could add 11,832 dwelling units, 73,324 jobs and 35,470 persons.
2. The City is currently in a job-poor condition; with implementation of the 2020 General Plan the City of Oxnard would be in a fairly balanced condition by the year 2010; it could be job-rich by the horizon year (2020).
3. The subregion appears to achieve a jobs/housing balance by the SCAG target year (2010).
4. Changes in worker/household ratios, employment rates, and family size could affect the jobs/housing balance.
5. Planned infrastructure improvements are adequate to serve future development but will need to be timed to coincide with actual need.
6. The City will need to balance the impact of future development with fiscal constraints.

DEVELOPMENT POLICIES

A. Goals

1. Sensible urban growth based on the ability to provide the necessary governmental services and municipal utilities.
2. Maintain the quality of life desired by the residents of Oxnard.
3. Orderly growth and development that is consistent over the life of the 2020 General Plan, fostered by the CURB.

B. Objectives

1. Insure that public services and facilities are in place at the time of need or prior to the time new development occurs.
2. Insure that new development avoids or fully mitigates impacts on air quality, traffic congestion, noise and resource protection.

3. Monitor the pace of growth and development throughout the City to assure achievement of the goals and policies of this 2020 General Plan.
4. Maintain the City's fiscal integrity and insure that revenues generated by the new development are sufficient to offset City costs.
5. Create an appropriate balance between urban development and preservation of agricultural uses within the Planning Area. Development exclusively within the CURB while leaving the balance in Resource Protection, Open Space or Agricultural designations is presumptively an appropriate balance.
6. Insure that areas annexed to the City share equitably in the costs of all necessary municipal improvements.

C. Principles

Certain growth management principles can guide orderly development. In that spirit, the citizens of Oxnard have established and adopted the CURB. It is anticipated that in the long run, these growth management principles and the CURB will determine the ultimate size and shape of the City. In the interim, these principles can also guide development and timing of specific projects within the CURB. These principles include the following:

1. Complete urban land use patterns by "Rounding out" boundaries of residential neighborhoods and commercial or industrial areas and by "Filling in" empty areas between existing developments.
2. Permit development that can be served by existing utilities, transportation and service systems.
3. Provide logical service areas for existing and planned public facilities such as secondary and elementary schools, fire stations, branch libraries, community centers, and community and neighborhood parks.
4. Avoid overloading existing urban service systems.
5. Provide necessary infrastructure and public services to address the needs generated by new development.
6. Consider "jobs/housing" objectives within appropriately defined planning timeframes.
7. Consider the special timing needs of large-scale development that require substantial infrastructure investments at an early stage in their development process.

D. Policies

The Growth Management Element policies consist of two general categories:

- Development/Non-development Areas demarcated primarily by the CURB.
- Growth Management and Monitoring Program.

The first category basically defines “where” long-term development will occur within the City’s Planning Area. The second category defines “how” and “when” development will proceed, including the coordination of specific projects and the provision of necessary public facilities and services. Both categories are discussed below.

1. Development/Non-Development Areas

This category of policies involves (1) adoption of a CURB restricting urban uses to within a defined boundary, (2) regard for the Sphere of Influence boundary, (3) expansion of the City’s greenbelts to preserve agricultural lands, and (4) annexations policies. These are each discussed below.

a. *The Oxnard City Urban Restriction Boundary (CURB)*

Adopted by the voters in 1998, the CURB sets the primary self-imposed demarcation for the geographic urbanization of the City. Although voters utilized the location of the LAFCO Sphere of Influence Boundary for locating the CURB, it serves a fundamentally different purpose. Whereas the LAFCO Sphere of Influence Line regulates annexation, the CURB identifies the area within which primarily urban land uses will be accommodated. Upon adjustment of the Sphere of Influence Line and annexation outside the CURB, more rural, agricultural and open space uses, as well as necessary schools, parks or other necessary governmental uses may be accommodated under City jurisdiction.

b. *Sphere of Influence Boundary*

In Ventura County the main function of Spheres of Influence is to identify the probable ultimate physical boundaries of cities and special districts, and to thereby assign responsibility for providing urban services. While the Sphere of Influence boundaries are intended to serve as a long-term guideline, they are subject to change. For example, when the Ventura County LAFCO adopted the City’s Sphere of Influence on September 15, 1981, it also approved the following recommendation:

“As the City General Plan or the Countywide Planning Program are revised, the Sphere of Influence Plan should be re-examined.”

c. *Greenbelt Agreements*

The Land Use Map (**Figure V-5**) designates areas in the northwest and southeast portions of the Planning Area for permanent agricultural uses. In order to maintain existing agricultural uses and to prevent the encroachment of non-agricultural uses the City will consider including these areas in greenbelt agreements as follows:

1. The City, in cooperation with the City of Camarillo and County of Ventura, will evaluate extending the Oxnard/Camarillo Greenbelt south of State Route 1 to include the areas outside the current Sphere of Influence boundary
2. Following a decision by the CSU site selection committee on the location for a new campus, the City in cooperation with the City of San Buenaventura and the County of Ventura will evaluate the creation of an Oxnard/Ventura Greenbelt. Such a greenbelt would include all agriculture and open space areas in the northwest portion of the City's Planning Area west of Victoria Avenue and north of Wooley Road to the Southern Pacific Railroad in the Ventura Area of Interest.

See **Figure VIII-6** in the Open Space/Conservation Element.

d. *Annexation of Unincorporated Areas*

Coordinated treatment by the City and County of development outside the City's corporate boundaries is necessary if the City's development policies outlined above are to be carried out. The following policies, which correspond closely with existing annexation policies and the Guidelines for Orderly Development as adopted by LAFCO, will apply to annexation requests under the 2020 General Plan:

(1) Annexation Within the Sphere of Influence

Urban development is permitted (consistent with the phasing policies described below) in areas located within the proposed Sphere of Influence and prohibited in unincorporated areas outside the Sphere of Influence. The County should discourage applications for development or urban uses in unincorporated areas, and direct such applications to the City.

(a) Annexation of Urbanized Areas

Urbanized unincorporated areas within the Sphere of Influence that already receive urban services and/or can readily be provided with urban services will be annexed when possible. These areas will be pre-zoned.

Special analysis will be made to determine the necessary upgrading required in connection with annexation and to insure that sufficient territory is included in the annexation to make the correction of basic deficiencies

possible. Except as specifically authorized by the City Council, City utility services will not be provided without annexation.

(b) Annexation of Non-urbanized Areas

The annexation of undeveloped areas within the Sphere of Influence will be given full consideration if an adequate infrastructure plan and fiscal program is proposed to and adopted by the City.

(2) Annexation Connection Fees and "Buy-in" Charges

All areas (both within private and public ownership) annexed to the City, are responsible for paying all fees connected with such annexation. The City will consider a "Buy in" charge based on a pro-rata share of the costs of all necessary municipal improvements.

2. Growth Management and Monitoring Program

In order to manage future growth in the City, several major policy considerations must be incorporated into a "pro-active" management program that is integrated with future specific plan/project review. These policy considerations involve fiscal, social and environmental aspects of long-term development that effect the form and content of life in the City of Oxnard.

Experience shows that the most effective controls exerted by cities are those that involve specific plan/project approval in line with well established and, insofar as possible, objectively defined guidelines.

The object of the specific plan/project approval process is not to simply ensure some subjective or architectural standards but to make sure that infrastructure keeps pace with individual projects. To make this work, a good monitoring system is required. Simple rules or formulas as to the adequacy of traffic, water, sewer or other infrastructure are inadequate in a changing technological environment.

Accordingly, the combination of clearly defined standards, specific plan/project approval and objectively based monitoring is critical.

a. Five Year Development Plan

In the event that development targets are established as part of a five year development plan or any other Growth Management Program, it is intended that all dwelling units qualifying and set aside for very low income and low income households shall be exempted from any residential development targets. Further all units in market rate residential projects including at least five percent very low

income units and/or fifteen percent or greater low income units shall be exempt from residential development targets.

b. *Residential In-Fill and Specific Plan Projects*

Numerous vacant parcels exist within areas of the City that are adequately served by public utilities and services. Development of these areas would result in a more continuous and compact City form and would reduce the need to expand current services. Accordingly, it is City policy to encourage development of these parcels prior to committing City resources to undeveloped areas.

Several major undeveloped areas in the City of Oxnard are subject to the preparation and adoption of specific plans before development is permitted. These residential Specific Plan Areas are:

- Teal Club Road
- Northeast Community
- Ormond Beach

The specific plans for these areas (and any other areas designated in the future as Specific Plan Areas by the City Council) will provide further detail on the implementation of the goals and policies of the 2020 General Plan. In addition to other requirements, each specific plan shall incorporate a phasing program for provision of infrastructure and community facilities and a schedule of development for the areas subject to the specific plan that shall address phasing of all types of land uses within the Specific Plan Area.

Accordingly, in order to control the timing of residential development, the following phasing priorities are established for the development areas of the 2020 General Plan.

Phase 1: First priority for development is assigned to those areas necessary to “round out” or “fill in” the boundaries of existing partially developed neighborhoods and infill properties and for which public services are already present or can be readily provided at the expense of the developer.

Phase 2: Second priority is assigned to Specific Plan Areas for which the infrastructure has been or will be planned on a master plan or assessment district basis. Development should not be permitted in these areas until building permits have been issued for 75 percent of the units in Phase 1 areas and Phase 1 areas have achieved a Level of Service on affected roadways as called for in the Circulation Element. Utilities and services are to be planned to accommodate a logical, sequential and orderly pattern of development. The development of Phase 2 areas will be concurrent with the construction of improvements required to support the designated Level of Service at those intersections impacted by the development.

Preference shall be given to development that meets the above criteria and also provides a needed or desired land use resource within the City.

Phase 3: Third priority is assigned to all or portions of Specific Plan Areas which due to their size or other factors require special planning consideration. Phase 3 areas may be considered for development after 1995 upon an evaluation of the buildout of Phase 2 areas; however, Phase 3 areas that are contiguous to Phase 2 designations may be considered for development upon issuance of building permits for 75 percent of the Phase 2 area within that specific plan.

The specific plans for areas with a 2/3 identification on the phasing map shall include a comprehensive long-range phasing program and phasing map to implement the growth management goals and policies of this section and to identify the portions of such Specific Plan Areas that are in the Second and Third priorities, respectively.

Figure IV-2, Exhibit 3, illustrates the initial Residential Phasing Plan for the City. This plan will be subject to review of the annual reports provided by the Development Monitoring System (described below). However, Figure IV-2, Exhibit C, is amended to delete priority phasing for properties outside of the CURB, specifically the properties encompassed within General Plan Study Area 9, and the Pleasant Valley/Butler Road area, south of Pleasant Valley/north of Highway 1/north of Etting, as well as south of Etting/south of Ocean View Junior High School/east of Olds.

c. Commercial/Industrial Development

Several major master planned developments have been approved with comprehensive mitigation measures to address the provision of adequate public services and infrastructure. These developments include NIAD, Oxnard Town Center Specific Plan, Rose-Santa Clara Corridor Specific Plan and Channel Islands Business Center. Given the comprehensive review of these developments and their inclusion in the City's Circulation System Improvements Fee program, it is City policy to encourage the development of those areas as approved, subject to jobs/housing balance considerations.

Future planned commercial/industrial projects include the Wagon Wheel Specific Plan Area and the Sakioka Property Specific Plan Area, both of which will be required to include an infrastructure phasing program consistent with the City growth management policies in their respective specific plans.

d. Housing

The City shall ensure that sufficient residential development opportunities are allocated to realize the Housing Element's goal of providing a diversity of housing types meeting the need generated by the planned commercial and industrial growth.

e. *Jobs/Housing Balance Assessment*

In order to respond to regional air quality planning considerations and to reduce traffic congestion impacts that may result from jobs/housing imbalance, the City will apply jobs/housing balance considerations in developing the five-year targets for housing, commercial and industrial development. Jobs/housing balance objectives shall be based on an assessment of both citywide and sub-regional jobs/housing conditions. It is City policy that future development within Oxnard provides sufficient job and housing opportunities to serve the needs and skills of the local work force, in such a manner that the subregion achieves the SCAG and AQMP the jobs/housing balance objective for the year 2010 (currently set at 1.22 jobs per dwelling unit). The following will be undertaken to support this determination:

- (1) The City shall conduct studies/surveys of Oxnard's built environment to validate the 2020 General Plan population, housing and employment growth estimates. The studies/surveys should quantify actual employment generation rates, land use and demographic characteristics, occupancy rates, household size, employment rates, wage-earners per household, commuting patterns and other factors that influence jobs/housing balance.
- (2) The City shall analyze the subregion's existing, approved and proposed residential, commercial and industrial projects in relation to jobs/housing factors including the average household size, employment rate, and ratio of wage-earners per household.
- (3) On an annual basis, the City shall monitor future development with respect to:
 - City and subregional employment trends, including existing, approved and proposed commercial and industrial projects
 - City and subregional housing trends, including existing, approved and proposed dwelling units
 - City and subregional population trends.

Project Consistency Reports shall reflect the five-year jobs/housing balance objective once it is finalized by the City. The City shall participate in efforts to coordinate strategies to meet sub-regional housing, employment and jobs/housing balance objectives.

f. Infrastructure and Public Services

It is the City's intent that public facilities and services needed to support development be available concurrent with the impacts of such development. To this end, public facilities and services should be phased, or the development should be phased, so that the facilities and services necessitated by that development coincide with demands generated by such development. To ensure this concurrency, the following minimum requirements are adopted for all private development projects to be constructed in the City:

- (1) The necessary facilities and services to mitigate cumulative impacts on any local or regional facilities or infrastructure are in place at the time a development permit is issued, or
- (2) The necessary facilities and services are under construction at the time a permit is issued, or
- (3) A development permit is issued subject to condition that the necessary facilities and services will be in place when the impacts of the development occur, or
- (4) The necessary facilities and services are guaranteed, in an enforceable development agreement, to be in place when the impacts of the development occur.

In order to determine consistency with these minimum requirements on a project-by-project basis, the Five-Year Development Plan should set forth a schedule of capital improvements that (1) meet the requirements of this 2020 General Plan, and (2) are necessary to serve the new development projected for the 5-year period covered, and to eliminate those existing deficiencies identified in the 2020 General Plan that are a priority to be eliminated during the 5-year period. The schedule should include:

- General location of facilities
- When facilities and services will be needed, including where appropriate, the estimated date of commencement of actual construction and the estimated date of project completion
- Estimated public facility and service costs
- Projected revenue sources to fund the facilities and services
- Standards to ensure availability of public facilities and services and their adequacy, including acceptable levels of service. The term "Alevel of service" means the extent or degree of service provided by a facility based on and related to the operational characteristics of the facility. The adopted level of service

should be expressed as the capacity per unit of demand for each public facility and service.

The Five-Year Development Plan should further provide a realistic, financially feasible funding system, based on currently available and reasonably anticipated funding sources, adequate to serve the anticipated level of development.

Project Consistency Reports will reflect these five-year infrastructure improvement plans. A plan amendment will be required to eliminate, defer or delay construction that is needed to maintain the adopted level of service standard.

The following is a description of the City infrastructure and public service programs that will be reviewed in determining the Five-Year Development Plan targets for housing, commercial and industrial development.

(1) Circulation

The 2020 General Plan Circulation Element identifies required transportation improvements for buildout conditions and level of service standards for roads and intersections. Each Five-Year Development plan will identify required transportation improvements to reflect the projected five-year development consistent with these standards. The City requires the payment of a Circulation System Improvement Fee (CSIF) for all new development. The CSIF program will be updated immediately following adoption of this General Plan to take account of the circulation improvements specified in the Circulation Element.

(2) Wastewater

The Five-Year Development Plans will identify wastewater service requirements by different types of development. The City presently requires the payment of wastewater development fees to offset capital improvements funding needs for these services. The fees for these purposes will be updated at the same time as the above-referenced update for the CSIF program.

(3) Water Supply

The Five-Year Development Plan shall take into account the water supply and distribution system and identify needed water supply, storage and distribution system requirements as well as water conservation and water resources management strategies. Water system fees will also be reviewed.

(4) Flood Control/Storm Drain

Flood control systems will also be evaluated with reference to the five-year development projections based on the standards in the 2020 General Plan Public Facilities Element and the Master Plan of Drainage. In addition to on-site improvements, development projects are required to participate in the payment of storm drain system improvement fees. These fees shall be updated in the same manner as water and wastewater fees.

(5) Solid Waste Facilities

The Five-Year Development Plan shall address the status of solid waste facilities necessary to serve the direct and cumulative impacts of the projected development based on the 2020 General Plan Public Facilities Element. Consideration of solid waste facilities will be incorporated into the Five-Year Development Plan in the same manner as above, and will reflect compliance with CIWMP and other solid waste programs.

(6) Schools

School facility needs as identified in the 2020 General Plan Public Facilities Element and the funding options for such facilities shall be addressed in the context of each Five-Year Development Plan planning timeframe. The program will be coordinated with the local school districts, and include maintenance of school fees collection policies, and dedication of land in conjunction with major developments.

(7) Parks and Recreation

Citywide park needs as identified in the 2020 General Plan Parks and Recreation Element shall be related to each Five-Year Development Plan timeframe. Funding sources, including Quimby Act fees and developer dedications, will be specifically addressed in the Five-Year Development Plan.

(8) Community Facilities

Community facilities needs as identified in the 2020 General Plan Public Facilities Element shall be related to each Five-Year Development Plan planning timeframe. Funding sources related to the City's Six-Year Capital Improvements Program shall be assessed relative to any community facilities needs identified in the Five-Year Development Plan.

g. City Fiscal Objectives

The City's fiscal objectives related to growth management are:

- (1) Assure that all development provides for the funding of mitigation measures necessary to address infrastructure and public service needs generated by the particular project and to maintain the level of service established by this 2020 General Plan.
- (2) Provide, to the extent consistent with other City objectives, that a balance of development is achieved on a five-year basis that generates sufficient tax and other revenues to offset the public service costs generated by new development. Such revenues may include the generation of revenues necessary to establish prudent general fund reserves for the City.
- (3) Obtain non-local funds, including "Affair-share" contributions from jurisdictions with proximate employment centers and unincorporated residential areas, to supplement City revenues to address the provision of infrastructure that serves regional, as well as local needs.
- (4) Pursue redevelopment efforts to restore blighted areas.

h. Development Monitoring System

Finally, this Growth Management Element provides for a Development Monitoring System to enable the City to determine that it is adhering to its adopted level of service standards and the schedule of capital improvements. This program consists of continual monitoring of development impacts by staff and annual review by the Planning Commission and City Council.

Different types of housing and commercial activities have very different demands on the infrastructure. For instance, one kind of retailing may create a nighttime rather than a daytime traffic impact. What is needed is an ongoing measurement of what is happening to traffic, water quality, water supplies, adequacy of parks, etc.

This is best achieved by a monitoring system in which both infrastructure needs and infrastructure capacities are closely monitored with respect to the development that is in place and that which is proposed. The monitoring system will provide an estimate of what each new development proposal is likely to do the infrastructure and the extent to which the current infrastructure, with and without planned expansions, is adequate to the meet community needs. Staff will collect data on the actual impact of new and existing development on the City's infrastructure and services. This in turn will allow the City to "fine-tune" its performance standards in light of actual experience.

The monitoring process will also be tied to determinations of project consistency in the review of individual development proposals. For example, if a commercial project is being built in two phases, the level of service requirements on the developer for Phase II can, in part, be made a function of the actual performance levels that are achieved in Phase I. If peak trip volume is lower than expected for instance, the developer may obtain certain relief in terms of excess parking and traffic mitigation.

For larger developments that will eventually have a broad mix of residential and nonresidential land uses, a mechanism could be set up by which the release of additional parcels for residential development is, in part, conditioned on the amount of development of nonresidential uses (e.g., commercial and industrial), so as to assure that jobs are being created in the community in pace with new housing development.

In both situations, the concept of monitoring actual performance as a gauge to future impositions or exactions is an example of fair and flexible planning that serves the needs of both the City and the developer.

IMPLEMENTATION MEASURES

A. Development Monitoring System

To provide an ongoing status of the Growth Management Program the Community Development Department shall regularly compile reports that will consist of the following:

1. Master List of Development Projects

The City will continue to publish a Master List of Development Projects to track development projects under construction, approved, planned and proposed. The list will be updated at least on a quarterly basis and available to the general public.

2. Annual Report to Planning Commission

On an annual basis the Community Development Department will publish a Development Monitoring Report for presentation to the Planning Commission. The Report will include statistics, graphics and charts as necessary to depict the recent history of development patterns and short-range forecast of new construction. At a minimum, the Report shall include information on the following:

- Number of residential units and amount of commercial and industrial development (1) completed in the previous year, and (2) for which planning approvals and building permits were granted in the previous year
- Number and description of general plan amendments approved or denied in the previous year

- Annexation/reorganization activity in the previous year
- Capital improvement programs and funding related to development, particularly in regard to circulation improvements made during the previous year
- Other transportation improvements and programs underway or proposed in the future
- Estimated amount of development activity in the current and forthcoming year
- Jobs/housing balance including:
 - mix of jobs and housing within projects
 - employment concentrations that reduce vehicle travel by locating close to existing residential development
 - ratio of wage earners to households
 - occupancy rates
 - average household size
- Population added by housing type and a comparison to the 2020 General Plan population projections
- Estimated increase in vehicle miles traveled and average daily trips during past year
- Comparison of current residential and nonresidential development against the 2020 General Plan build-out
- Evaluation of housing needs versus worker profile
- Evaluation of City development impacts on County infrastructure and facilities
- Progress made on efforts to achieve affordable and special needs housing goals.

The Development Monitoring Report is intended to serve as an “early warning system” to anticipate whether the actual rate of development would exceed the projected growth rates.

3. Interim Reports to City Council

On a periodic basis during the year, the City staff shall provide the City Council with interim summaries of the Development Monitoring Report.

4. Annual Review by City Council

On an annual basis, following Planning Commission review a report will be presented to the City Council consisting of (1) a compilation on the actual rate of development during the past year, (2) anticipated growth during the upcoming year, and (3) a midrange five-year projection of development. The annual review will be presented as information useful for the budgeting process and periodic updating of the City’s Capital Improvements Program.

In the event that the actual impacts from the permitted rate of growth should exceed the projected or assumed impacts, a series of mitigating options will be developed. The purpose of the review function is to ensure that the development monitoring program information is used to correlate new development with necessary infrastructure and public services and to assure that other 2020 General Plan objectives are met.

V. LAND USE ELEMENT

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V. LAND USE ELEMENT

INTRODUCTION

The purpose of the Land Use Element is to establish a pattern for compatible land uses to reflect existing conditions, approved land use, open space areas, and to guide future development. By law, the element must set clear standards for the “density of population” and the “intensity of development” for each proposed land use category. The Land Use Element, which has the broadest scope of the seven required elements, provides a composite discussion of the issues that are addressed in the other elements through text, diagrams and a land use map.

SETTING

The Southern California Association of Governments (SCAG) projects a population for the Oxnard/Ventura subregion by the year 2010 of 523,100. SCAG has also generated a population forecast which adjusts the subregional housing and job growth in order to incorporate the job/housing balance policy. For the year 2010, this adjusted projection is 510,600 for Oxnard/Ventura, or 12,500 fewer persons. Future population growth will create a demand for new residential opportunities. In addition, new businesses and light industry will be moving into the region. The purpose of the Land Use Element is to provide adequate space and public facilities for all these various uses.

A. Existing and Approved Land Uses

As of January 1, 1989, the incorporated area of the City of Oxnard consists of 15,730 acres. The City's existing Sphere of Influence covers about 19,300 acres. The Planning Area contains approximately 46,000 acres. Point Mugu NAS occupies 3,872 acres in the Planning Area; the City of Port Hueneme comprises 2,880 acres.

Existing land uses within the City's 1981 Sphere of Influence are described below. Residential, commercial, hotel industrial and business research park uses are summarized in **Table V-1**¹. Land uses approved as part of Master Planned Developments are discussed below in their appropriate category. The Master Planned projects themselves are described in Section B below.

1. Residential

The majority of Oxnard's developed land consists of residential uses. There are about 8,314 acres devoted to residential uses, which amounts to about 59% of all the developed acreage. As of January 1989, there were about 41,857 residential units located within the City's Sphere of Influence. (See **Table V-1**.) Most of these units (24,602) are detached single-family dwellings, comprising almost 59% of all residential units.

The Northwest Community Specific Plan provides for 1,710 dwelling units, of which approximately 700 remain to be built. An additional 831 units in the Mandalay Bay Phase IV Specific Plan also remain to be built out of 960 planned units. (See **Table V-2A**.)

Additional housing will be needed to accommodate the growth in job-generating commercial and industrial projects currently under construction or planned. SCAG estimates that at least 3,926 dwelling units will be needed by the year 1995. In addition to scattered infill sites within the City that are suitable for residential development, there are several large vacant and agricultural areas within the Planning Area, both inside and outside the City limits, which have development potential.

2. Commercial

Retailing in Oxnard has historically been dominated by Oxnard Boulevard, which has served as a commercial spine road on its north-south axis through the community. Three major clusters of retail activities can be identified along this major arterial:

¹The individual categories are determined by function and do not necessarily correspond to land use or zoning categories which may permit multiple uses.

- Oxnard Boulevard/Vineyard Avenue/Route 101 triangle at the northern end of the City
- Central Business District
- The southern strip commercial activities stretching along the roads that intersect at the "Five-points" intersection of Oxnard Boulevard, Wooley Road and Saviers Road.

In addition to this historic linear core there are two other significant commercial spine roads that serve as locations for commercial activity, namely Channel Islands Boulevard and Ventura Road. There are currently 6.79 million square feet (MSF) of office, commercial and restaurant development in the City (as of 1/1/89). (See **Table V-1.**)

Projects for which an area plan or specific plan have been approved or for which an assessment district has been created will add an additional 4.25 MSF of commercial development over a 30-year period. (See **Table V-2A**). Expected increases in population will require some additional commercial development over and above that already planned or approved.

3. Hotel

There are currently 1,241 hotel/motel rooms in the City. An additional 1,283 are planned as part of approved projects. Hotels and motels are permitted in the General, Regional, Specialized and Visitor Servicing Commercial land use categories.

TABLE V-1

EXISTING LAND USE SUMMARY

<u>LAND USE TYPE</u>	<u>UNITS</u>	<u>TOTAL</u>
<u>Residential</u>		41,857 DU ¹
1. Res - Low (SFD)	24,062 DU	
2. Res - Medium (SFA)	1,176 DU	
3. Res - Medium/High	4,926 DU	
4. Apartments	8,850 DU	
5. Elderly Residential	-0- DU	
6. Mobile Homes	2,843 DU	
<u>Commercial</u>		6,788.03 TSF ²
7. Office (0-99 TSF)	281.08 TSF	
8. Office (100+ TSF)	653.35 TSF	
9. Government Office	327.50 TSF	
10. Medical Office	309.65 TSF	
11. General Commercial	2,547.41 TSF	
12. Regional Commercial	1,065.80 TSF	
13. Community Commercial	1,110.58 TSF	
14. Nghbrhd. Commercial	133.34 TSF	
15. Convenience Commercial	86.33 TSF	
16. Restaurant	229.08 TSF	
17. Fast-Food Restaurant	43.91 TSF	
<u>Hotel</u>		1,241 ROOMS
18. Motel	441 ROOMS	
19. Hotel	800 ROOMS	
<u>Business Park</u>		-0- TSF
21. Business Park	-0- TSF	
<u>Industrial</u>		12,525.41 TSF
23. Light Ind I (Existing)	6,997.90 TSF	
24. Light Ind II (Future)	590.00 TSF	
25. Industrial	4,937.51 TSF	

¹DU = Dwelling Units²DU = Thousand Square Feet

4. Industrial/Business and Research Park

There are currently 12.53 MSF of industrial uses in the City (as of 1/1/89). (See **Table V-1.**) An additional 22.15 MSF of industrial uses and 8.15 MSF of new business and research park uses are planned within approved area plans or specific plans or as part of established assessment districts. (See **Table V-2A.**)

There are four major industrial areas in the City that have been approved for development: (1) the Channel Islands Business Center, (2) the Northeast Industrial Area, (3) the Oxnard Town Center (business and research park), and (4) the Hueneme Road Industrial Area.

The Channel Islands Business Center is 211 acres in size with a zoning designation of M-L (Limited Manufacturing) and BRP (Business & Research Park). It is expected to generate 3.25 MSF of industrial uses and 750,000 sq. ft. of BRP uses.

The Northeast Industrial Area consists of 1,389 acres with 806 acres designated light industrial and zoned M-1 (Light Manufacturing), 300 acres designated as limited industrial, 245 acres of which are zoned M-L and 45 acres of which are zoned BRP (which is permitted in a limited manufacturing area), and 280 acres designated business and research park and zoned BRP. Development would generate 18.2 MSF of industrial uses and 6.2 MSF of BRP uses. The NIAD assessment district has been formed to provide funding for the infrastructure improvements necessary to serve this development.

Oxnard Town Center covers 265 acres including 81 acres of land designated for a total of 1.2 MSF of business and Research Park uses.

The Hueneme Road Industrial Area consists of about 185 acres of property located north and south of Hueneme Road between Edison Drive and the Pacific Ocean. The older developed portions of the Hueneme Road Industrial Area are characterized by heavier industrial uses that are no longer consistent with the City's goals and policies for higher quality and less intensive industrial development. Among the heavier industrial users south of Hueneme Road are a drop forge plant, metal and paper recycling plants, the City of Oxnard Wastewater Treatment Plant, and several chemical plants as well as various types of outdoor storage and assembly uses. An area north and south of Hueneme Road and east of Arcturus Road is designated for and is being developed with higher quality industrial uses including a vehicle preparation facility for BMW Motors. Other vacant properties in the area are zoned for limited and light manufacturing uses. Although not a master planned area, the Hueneme Road Industrial Area, consisting of approximately 185 acres, is covered in part by an assessment district for infrastructure.

5. Utilities

The City-owned Wastewater Treatment Plant is located in the southern portion of the City near Ormond Beach. Located nearby is the Edison Power Plant. A second Edison facility is located near Mandalay Beach, west of the northern end of the Edison Canal.

6. Open Space

The urban form of the City of Oxnard is unique because the boundaries of the City are delineated by open space. The western and southern edges are framed by the Pacific Ocean, the northern edge is bounded by the Santa Clara River, and the northeastern and eastern side is constrained by the Oxnard-Camarillo Greenbelt. The topography of the City is predominantly level to gently sloping, and the eucalyptus/cypress windrows are an important vertical visual element.

The City has three major natural scenic resources: beaches and coastline, inland resource areas, and agricultural areas (discussed below). The beaches and coastline are recognized as Oxnard's primary natural scenic resource. They provide unique views to the offshore Channel Islands and include coastal sand dune land forms south of Fifth Street, south of Wooley Road, and in the Mandalay Beach State Park area.

There are two developed state beaches within the City, McGrath State Beach and Oxnard State Beach plus one undeveloped state beach, Mandalay State Beach. The Ormond Beach dune and wetlands are largely undeveloped with poor access, but they constitute a major scenic resource within the City.

The inland resource areas include the Santa Clara River, northern interior views, agriculture and cypress/eucalyptus windrows. The Santa Clara River and its flood plain form a strong natural boundary to the northern portion of the City. Inland views to the foothills and mountain ranges in the Los Padres National Forest are visible from many of the City's north-south streets, including Oxnard Boulevard, Harbor Boulevard, Victoria Avenue, Patterson Boulevard, Rose Avenue, and Rice Avenue.

Overall there are about 25,000 acres of open space in the Planning Area, much of it in agricultural production. The need to preserve and enhance existing open space while providing for the needs of increased population is covered in detail in the Open Space/Conservation Element.

7. Agricultural Lands

Agricultural areas are found in the northeastern and eastern edges of the City, as well as in large pockets in the northwestern portion of the Planning Area. These areas are green buffers surrounding the developed areas and are marked by tall eucalyptus and cypress windrows. There are currently about 22,600 acres of agricultural land in the Planning Area.

The City is a party to the Oxnard-Camarillo Greenbelt Agreement that covers approximately 27,000 acres located between the two cities. In addition, 3,363 acres in the Planning Area are covered by Williamson Act contracts that help to preserve these areas from urban development. Proposals have been made to locate certain public institutional uses within agricultural areas adjacent to the City that are not covered by the Greenbelt Agreement.

8. Mineral Resources

The City of Oxnard has commercial, mineral, sand and gravel deposits along the Santa Clara River Channel, along Route 101 (Ventura Freeway) and along the eastern edge of the City extending as far west as Oxnard Boulevard. Certain areas are designated MRZ-2 by the State that require policies to preserve access and avoid land use incompatibilities between mining activities and surrounding land uses. (See **Figure VIII-8** in the Open Space/Conservation Element.)

The Mineral Resource Management Program, prepared by Ventura County, in compliance with the State Surface Mining and Reclamation Act, has identified the following goals:

- Mineral lands classified MRZ-2 or designated as areas of statewide or of regional significance should be protected from preclusive and incompatible land uses so that the mineral resources with these lands and areas are available when needed
- Surface mining within these classified lands and designated areas should be controlled to assure that:
 - Adverse environmental effects are prevented or minimized and that mined lands are reclaimed to a usable condition that is readily adaptable for alternative land uses
 - The production and conservation of minerals are encouraged, while giving consideration to recreation, watershed, wildlife, range and forage, aesthetic enjoyment, and other environmental factors
 - Residual hazards to the public health and safety are eliminated.

The Ventura County Mineral Resource Management Plan identifies an initial listing of land use categories that are considered compatible and incompatible with mining activities:

Incompatible: Land uses inherently incompatible with mining and/or which require a high public or private investment in structures, land improvements and landscaping and which would prevent mining because of the higher economic value of the land and its improvements, such as: high density residential, low density residential with high unit value, public facilities, intensive industrial, and commercial.

Compatible: Land uses inherently compatible with mining and/or which require a low public or private investment in structures, land improvements and landscaping and which would allow mining because of the low economic value of the land and its improvements, such as: very low density residential, extensive industrial, recreation, agriculture, silviculture, grazing and open space.

In addition to these mineral resource areas, there are several major oil and gas fields within the Planning Area. (See **Figure VIII-9** in the Open/Space Conservation Element.)

9. Parks

Figure XIII-1 in the Parks and Recreation Element shows the location of existing and proposed parks. There are currently 706 acres of developed parkland in the City. An additional 229 acres are currently planned.

10. Public Facilities

The City Hall complex is located in the Central Business District as is the post office. An additional post office is currently planned for the Northeast Industrial Area.

The City currently has six fire stations as shown on **Figure VII-3** in the Public Facilities Element. Projected population increases would require construction of additional stations or relocation of existing stations as described in the Public Facilities Element.

The City currently has two libraries. Finally, there is a regional medical center at the intersection of Gonzales Road and Rose Avenue.

11. Airport

Oxnard Airport is located in the northwest portion of the City and operates as a commuter service facility. Due to its proximity to residential areas and Oxnard High School, there is a potential for land use conflicts. Current land use in the vicinity of Oxnard Airport includes a fire station, residences, churches, and a high school. Consideration is being given to relocating the high school in which case the site could be made available for recreational use.

12. Schools

In addition to the 26 existing elementary, six junior high and three high schools, there is a projected need for five additional elementary schools, two junior high schools and four high schools, at the proposed locations shown on the Schools map (**Figure VII-2**) in the Public Facilities Element. The City is also served by Oxnard Community College.

13. Solid Waste Disposal Sites

The City currently disposes of 129,000 tons of refuse annually at the Bailard Landfill site located at Gonzales Road and Victoria Avenue. Landfill capacity is six years, but permit expiration may close the facility sooner. Potential alternative sites are all located outside of the Planning Area. The Ventura Regional Sanitation District, which operates the Bailard site, is currently planning for a Regional Materials Recovery Facility to be located somewhere in Ventura County.

B. Master Planned Developments

During the late 1980s, the City embarked upon a planning program that encouraged the preparation of area plans, specific plans, development master plans and assessment districts to provide a guide for orderly development of several large projects. **Table V-2A** shows the impact of these master planned developments in relation to existing land uses and the full build-out of the 2020 General Plan. The following is a brief description of these projects, which are summarized in **Table V-2B**.

1. Area Plans

The City has one adopted area plan—the Northeast Industrial Area (NIAD)/Pacific Commerce Center Plan. The Northeast Industrial Area consists of approximately 1,400 acres of property designated for Limited Industrial and Light Industrial uses and Business and Research Park. The properties within this area are forecasted to be developed over a 25-year period beginning in 1985. An assessment district has been formed which provides the major infrastructure to serve this area. This area is located east and west of Rice Avenue between Route 101 and East Fifth Street.

TABLE V-2A

MASTER PLANNED LAND USE COMPARISON

<u>Land Use Category</u>	<u>1989¹</u>	<u>Master Planned²</u>	<u>2020³</u>
RESIDENTIAL (DU) ⁴	41,857	1,531	54,319
Office (MSF) ⁵	1.572	2.14	5.727
Retail (MSF)	4.944	1.60	9.535
Food (MSF)	<u>0.273</u>	<u>.51</u>	<u>0.483</u>
COMMERCIAL (MSF)	6.789	4.25	15.745
HOTEL (rooms)	1,241	1,283	2,524
BUSINESS PARK (MSF)	-0-	8.15	10.226
Light Industrial I (MSF)	6.998	-0-	6.766
Light Industrial II (MSF)	.590	22.15	29.666
Industrial (MSF)	<u>4.938</u>	<u>-0-5.008</u>	
INDUSTRIAL (MSF)	12.525	22.15	41.440

Notes:

¹ 1989 = Existing, "on the ground" baseline conditions as of January 1989. (See **Table V-1**)

² Master Planned = Projects already approved by the City, but not yet built. (See **Table V-2A**)

³ See **Table V-8A**

⁴ DU = Dwelling Unit

⁵ MSF = Million Square Feet

**TABLE V-2B
MASTER PLANNED DEVELOPMENTS**

Project	Owner	Acreage (acres)	Res. (dus)	Comm (MSF)	Hotel (Rooms)	BRP (MSF)	Ind (MSF)	Date Approved
Northeast Industrial Assessment District Area Plan								6/7/84 (AP)
Sammis Bus. Ctr.	Sammis	65.0				1.7		6/7/88 (TM)
McInnes Ranch Bus. Park SP (DA)	Sammis	236.0				.9	3.0	12/20/88 (SP)
Northfield/Seagate Bus. Park SP	Wilma/Bulmer	252.0				.15	4.0	7/13/84 (SP)
Maulhardt Ind Ctr	Maulhardt	76.0					1.2	9/22/87 (TM)
Friedrich	Friedrich	99.0				.45	1.0	5/24/88 (TM)
Seigal	Seigal	31.0					.5	4/25/89 (TM)
Sakioka	Sakioka	432.0				3.0	5.5	
Procter & Gamble	P & G	143.0					2.0	
Del Norte Bus. Park	Sammis	<u>55.0</u>					<u>1.0</u>	
Subtotal		1,389.0				6.2	18.2	
Rose/Santa Clara Corridor Specific Plan								7/15/88 (SP)
Auto Center (DA)	Continental	70.0		.25				
Del Norte	McLachlan	<u>93.0</u>		<u>.40</u>			<u>.70</u>	
Subtotal		163.0		.65			.70	
Northwest Community Specific Plan								11/27/87 (SP)
River Ridge (DA)	Strathmore/et. al.	263.0	680					6/9/81 (DA)
Country Club (DA)	So Cal Bldrs	41.0	153					11/24/87 (SP)
Calif. (DA)	Kaufman & Broad	69.5	212					11/24/87 (SP)
Wilma Pacific (DA)	Wilma Pacific	45.0	160					11/24/87 (SP)
Oxnard Group (DA)	Oxnard Group	43.0	167					11/24/87 (SP)
St. Tropez (DA)	Cal Comm Bldrs	20.0	83					2/16/88 (DA)
Summerfield (DA)	Std Pacific	78.0	255					7/5/88 (DA)
Comm. Ctr. (DA)	----	<u>20.0</u>		<u>.20</u>				
Subtotal		579.5	1,710*	.20				
Mandalay Bay Phase IV Specific Plan	Voss/McGrath	220.0	960*	.30	250			7/10/84 (SP)
Oxnard Town Ctr. Specific Plan (DA)	River Edge	265.0		3.0	1,033	1.2		10/1/86 (SP)
Channel Islands Bus Ctr	TOLD	<u>211.0</u>		<u>.1</u>		<u>.75</u>	<u>3.25</u>	6/18/85 (TM)
TOTAL		2,827.5	2,670*	4.25	1,283	8.15	22.15	

Abbreviations: TM = Tract Map; AD = Assessment District; SP = Specific Plan; DA = Development Agreement; AP = Area Plan; MSF = million square feet; dus = dwelling units; * = partially constructed

Specific Plan Areas

- RP** River Park
Adopted 9-10-02 Ord./Res. No 2604
- RS** Rose-Santa Clara
Adopted 8-5-86 Ord./Res. No 2085
- NW** Northwest Community
Adopted 11-27-87 Ord./Res. No 9330
- NG** Northwest Golf Course
Adopted 7-20-89 Ord./Res. No 2497
- NE** Northeast Community
Adopted 2-8-94 Ord./Res. No 10,684
- MR** McInnes Ranch Business Park
Adopted 12-20-88 Ord./Res. No 2184
- NS** Northfield-Seagate
Adopted 7-3-84 Ord./Res. No 2012
- MB** Mandalay Bay Phase IV
Adopted 10-16-79 Ord./Res. No 7754

Proposed Specific Plan Areas

- TC** Teal Club
- SF** Sakioka Farms
- OB** Ormond Beach

Legend

- Oxnard City Limits
- Oxnard Sphere of Influence
- Areas Outside City Limits

Specific Plan Map

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FIGURE V-1
CREATED BY: SALVADOR MANCHA
JULY 2004

2. Specific Plans

The City has six active adopted specific plans as of September 1, 1989. The intent of the specific plan designation is to establish guidelines at the general plan level for those areas in which more detailed specific plans will be developed in the future in accordance with the requirements of the California Government Code Section 65450 et seq. The following is a summary description of the City's adopted specific plans that are shown on **Figure V-1**.

- a. McInnes Ranch Business Park, Ordinance No. 2184, December 20, 1988 (236 acres)

The McInnes Ranch Business Park Specific Plan, a subarea of the Northeast Industrial Area Plan, provides a comprehensive set of plans, regulations, conditions, and programs for guiding the orderly development of a coordinated industrial/business park that includes a variety of manufacturing, research and development, professional and limited commercial uses integrated by planned vehicular circulation, landscaping, pedestrian walkways, and leisure spaces. This project is part of the Northeast Industrial Assessment District.

- b. Northfield/Seagate Business Park, Ordinance No. 2012, July 3, 1984 (252 acres)

The Northfield/Seagate Business Park, also a subarea of the Northeast Industrial Area Plan, is designed to be a high quality industrial development meeting adopted standards of site design, circulation, intensity of use and community character. The establishment of an industrial use area within a park setting eliminates conflict with surrounding residential area and provides phased development that meets the circulation and infrastructure systems necessary for the development of parcels within the park.

- c. Rose-Santa Clara Corridor, Ordinance No. 2085, July 15, 1986 (204 acres)

The Rose-Santa Clara Corridor Specific Plan, located north of Route 101 (Ventura Freeway) between Rose Avenue and Rice Avenue provides for the development of an integrated mix of commercial and light industrial land uses designed to meet a variety of needs of the residents of Oxnard and surrounding communities. Commercial uses include a master-planned auto dealership park, retail commercial center and commercial offices.

- d. Northwest Community, Resolution No. 9330, November 24, 1987 (255 acres)

The Northwest Community is a predominantly residential area located south and east of the River Ridge Golf Course in the northwest portion of the City. Approximately 1,400 dwelling units are being developed in the specific plan area and other master plan developments that are in the vicinity of the golf course. A community shopping center is also designated adjacent to the golf course.

The objective of the Northwest Community Specific Plan is to establish a visually distinct area of the City that offers high quality single-family housing and ample public open space. The Northwest Community Specific Plan provides policies, standards, and guidelines that allow for subdivision and future residential and shopping center development within the project area. The plan provides a system of greenbelts, bike paths, and parks and integrates the community with a comprehensive circulation system. The plan also provides land for a school site, public park, and a community center.

e. Mandalay Bay Phase IV, Resolution No. 8685, July 10, 1984 (220 acres)

Mandalay Bay Phase IV is a mixed use development that extends the Channel Islands Harbor/Mandalay Bay Inland Waterway with a variety of water oriented single-family and multi-family residential uses, visitor serving commercial uses, and public recreational uses. Approximately 1,000 dwelling units and 300,000 square feet of commercial uses as well as visitor serving recreational facilities are to be developed in this area. Public recreation and access to the waterfront has been created by a linear park system that extends throughout the entire project. Approximately 8 acres of open water is designated as a water park.

f. Oxnard Town Center, Ordinance No. 2048, October 1, 1985 (265 acres)

The Oxnard Town Center is a multiple use master planned business and commercial development project to be constructed near the interchange of Route 101 (Ventura Freeway) and State Route 1 (Oxnard Boulevard). The project involves approximately 1.2 million square feet of research and development and limited industrial uses and approximately 3 million square feet of professional office, hotel, restaurant, and regional shopping uses.

In addition, the Oxnard Town Center will include a cultural arts facility, for use by the citizens of Oxnard and Ventura County. A neighborhood park for use by residents in the El Rio West neighborhood located adjacent to the Town Center is also part of the development.

3. Other Developments

In addition to these area plans and specific plans, the Channel Islands Business Center is an approximately 220-acre master planned industrial park located south of Wooley Road and west of Rose Avenue in the central Oxnard area. This industrial park is designated for limited industrial and business and research park uses.

C. Community and Neighborhood Planning Areas

The residential areas of the City can be classified, for planning purposes, into the eight residential communities. Community boundaries are largely based on existing natural and man-made geographic barriers such as rivers and freeways. Each residential community contains from five to ten residential neighborhoods. The eight communities and their respective neighborhoods are listed on **Table V-3** and are also shown on **Figure V-2**. **Table V-4** shows the correspondence between the various neighborhoods and U.S. Census Bureau tract designations.

The neighborhood is the focus of the residential planning concept contained in the 2020 General Plan. As a basic unit, the neighborhood is a reference point for land use decisions. The neighborhood unit is also a flexible design concept. It is the fundamental residential component containing a basic variety of land uses, services, and facilities. The policies in the 2020 General Plan are aimed at assuring that each neighborhood offers a wide range of housing choices and adequate public amenities.

The General Plan maps and tables are intended to serve only as general reference guides for the administration of the Neighborhood Council Program. Neighborhoods may contain more than one neighborhood council or may be combined with other neighborhood councils without the necessity of a General Plan Amendment. Neighborhood councils may also be created in areas not within a designated neighborhood unit at the discretion of the City Council.

TABLE V-3
LIST OF COMMUNITIES AND NEIGHBORHOODS

Northwest Community

- Golf Course
- South Bank
- Sierra Linda
- Orchard
- Cabrillo
- Fremont North
- Carriage Square
- Teal Club
- Windsor North/River Ridge

South Central Community

- Redwood
- Bryce Canyon North
- Bryce Canyon South
- Black Stock North
- Black Stock South
- Pleasant Valley Estates
- Cypress
- Southwinds
- Pleasant Valley Villages

Del Norte Community

- El Rio
- El Rio West
- Strickland
- Nyeland Acres
- Town Center

Central Community

- Fremont South
- Wilson
- Kamala Park
- Cal-Gisler
- Bartolo Square North
- Bartolo Square South
- Hobson Park West
- Hobson Park East
- Five Points Northeast

Northeast Community

- Rio Lindo
- La Colonia
- Rose Park
- West Village
- East Village

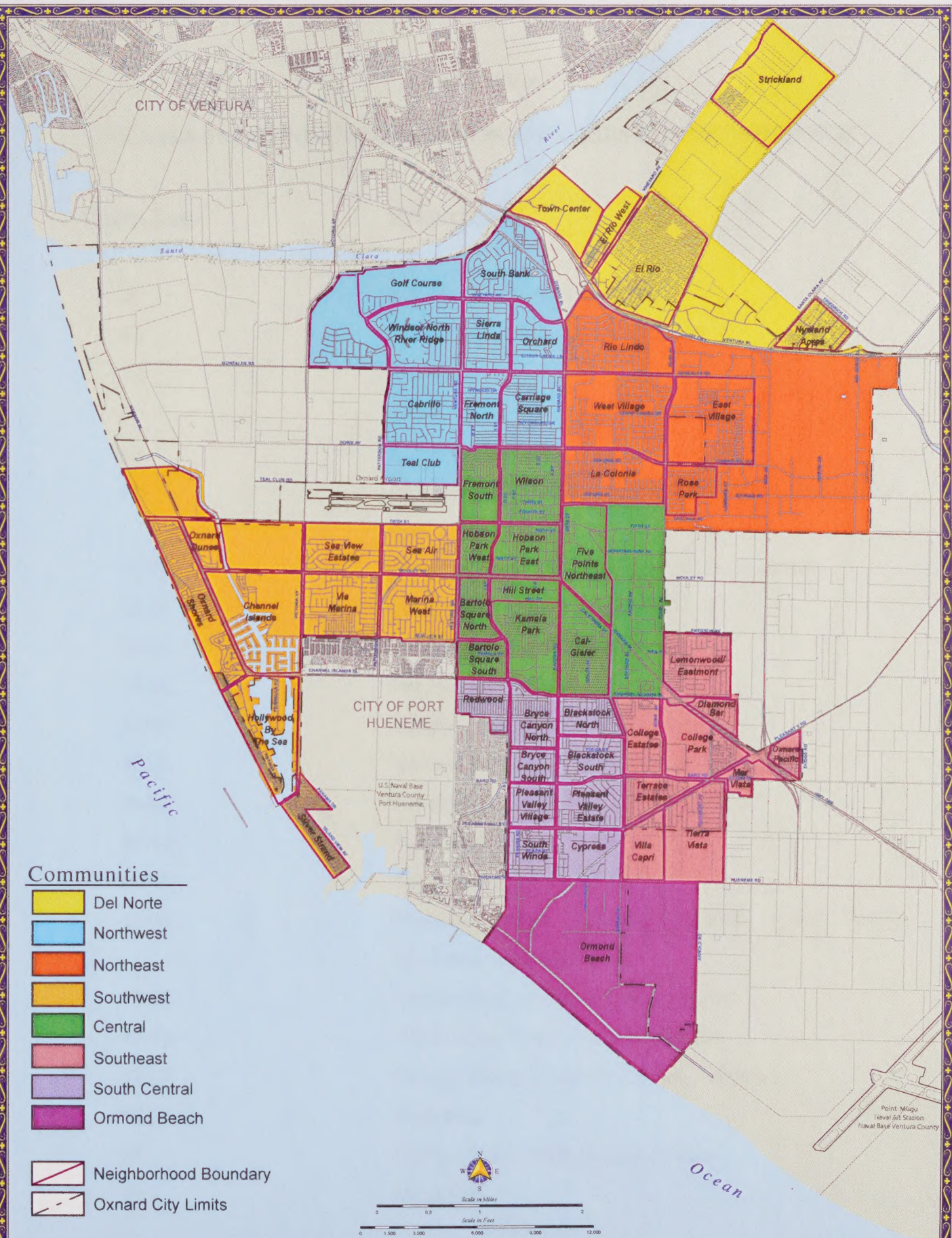
Southwest Community

- Oxnard Dunes
- Sea View Estates
- Sea Air
- Marina West
- Via Marina
- Channel Islands
- Oxnard Shores
- Hollywood by the Sea
- Silver Strand

Southeast Community

- Lemonwood/Eastmont
- Diamond Bar
- College Park
- Mar Vista
- Tierra Vista
- Villa Capri
- Terrace Estates
- College Estates
- Oxnard Pacific

Ormond Beach Community



Communities

- Del Norte
- Northwest
- Northeast
- Southwest
- Central
- Southeast
- South Central
- Ormond Beach

- Neighborhood Boundary
- Oxnard City Limits



Neighborhoods Map



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TABLE V-4

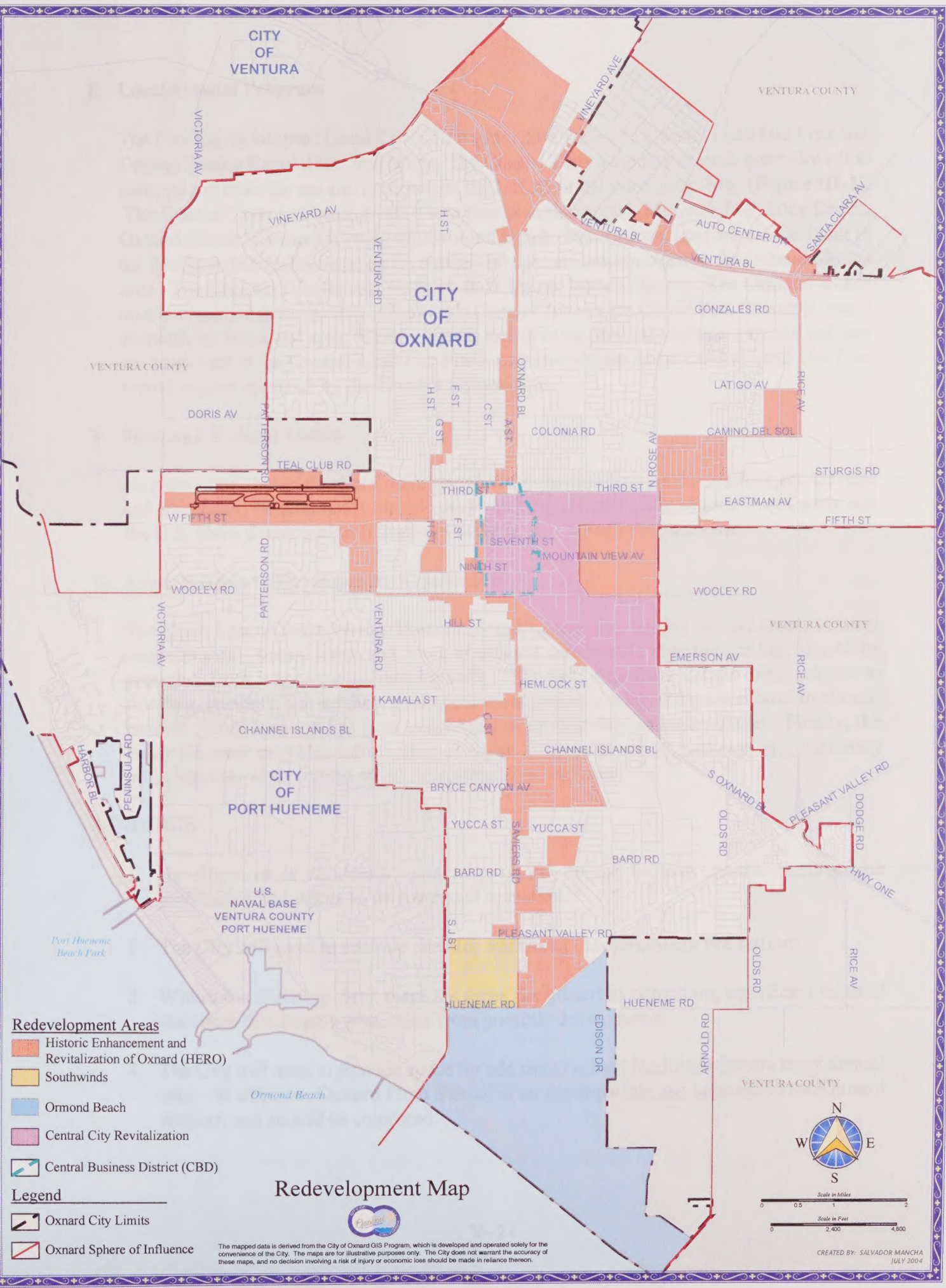
CENSUS TRACT/NEIGHBORHOOD BOUNDARIES CORRESPONDENCE

<u>Census Tract</u>	<u>Neighborhoods</u>
29:	Windsor North, Cabrillo
30:	South Bank, Sierra Linda, Orchard
31:	Rio Lindo
32:	La Colonia
33:	Fremont, Carriage Square
34:	Fremont South, Wilson, Hobson Park West, Hobson Park East
36:03	Oxnard Dunes, Oxnard Shores, Channel Islands
36:04	Hollywood by the Sea, Silver Strand
36:05	Sea View West, Via Marina
36:06	Sea Air, Marina West
37:00	Bartolo Square
38:00	Kamala Park
39:00	Cal Gisler
40:00	Blackstock
41:00	Redwood, Bryce Canyon
45:00	Pleasant Valley Villages, Pleasant Valley Estates, Southwinds, Cypress
47:01	Lemonwood/Eastmont, Diamond Bar
47:02	Villa Capri, Tierra Vista, Mar Vista
47:03	College Estates, Terrace Estates, Petit Park
49:00	Rose Park
50:	El Rio, El Rio West, Nyeland Acres
51:	Strickland

D. Redevelopment Project Areas

- The City of Oxnard has established four separate redevelopment areas that are intended to encourage reinvestment and rehabilitation of properties within the designated redevelopment areas in order to eliminate blight. (See **Figure V-3.**) A description of the four redevelopment areas follows:
- Central City Revitalization Project (CCRP) The CCRP encompasses the traditional Central Business District area of the City as well as the area known as the Central Industrial Area. This area generally surrounds the Five-Points Intersection in the downtown area. The redevelopment plan for the CCRP focuses attention on several “action areas” located in the CBD area where efforts to redevelop and revitalize properties are to be concentrated.
- R-108 Redevelopment Area: Located adjacent to the CCRP in the heart of the downtown area is the R-108 Redevelopment Area. This area encompasses the “A” Street Mall as well as several adjacent blocks. The focus of this area is on revitalizing retail uses.
- Southwinds Redevelopment Area: The Southwinds Redevelopment Area was established in the Southwinds Neighborhood to systematically address neighborhood blight and crime problems that existed in the area. The chief intent of the Southwinds Redevelopment Plan is to stabilize the residential housing stock and encourage private reinvestment in the commercial area along Hueneme Road.
- Ormond Beach Redevelopment Area: The Ormond Beach Redevelopment Area consists of property located south of Hueneme Road in the Ormond Beach Area. The principal uses in this area are heavy manufacturing, some of which have created blight on property located within the redevelopment area. The redevelopment area also includes several parcels of undeveloped property primarily designated for industrial use.

Additional information on the nature and scope of these projects is contained in the separate adopted redevelopment plans.



Redevelopment Areas

- Historic Enhancement and Revitalization of Oxnard (HERO)
- Southwinds
- Ormond Beach
- Central City Revitalization
- Central Business District (CBD)

Legend

- Oxnard City Limits
- Oxnard Sphere of Influence

Redevelopment Map



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Scale in Miles
0 0.5 1 2
Scale in Feet
0 2,400 4,800

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JULY 2004

E. Local Coastal Program

The City has an adopted Local Coastal Program consisting of a Coastal Land Use Plan and Coastal Zoning Regulations and Maps. The Coastal Zone boundary extends generally 1,000 yards inland from the sea and is shown on the Jurisdictional Boundaries Map (**Figure III-1**).

The Coastal Zone has been divided into four planning areas: McGrath/Mandalay Beach, Oxnard Shores, Channel Islands and Ormond Beach. Recreational uses are predominant in the McGrath/Mandalay area; urban residential uses are concentrated in the Oxnard Shores area. The Channel Islands area contains the Channel Islands Harbor. The Ormond Beach area is separated from the rest of the City's Coastal Zone by the City of Port Hueneme, and is currently an industrial area. Further details and existing land use designations and policies are contained in the Coastal Land Use Plan. Any amendment to the Coastal Land Use Plan would require approval by the Coastal Commission.

F. State and Federal Lands

As mentioned above, there are three state beaches in the Planning Area, McGrath, Oxnard and Mandalay. Federal lands include the Point Mugu NAS/Pacific Missile Test Center and the U.S. Navy Construction Battalion Center in the City of Port Hueneme.

G. Areas Subject to Development Constraints

The Open Space/Conservation Element identifies sensitive natural habitat areas, mineral resource areas, scenic areas and areas of cultural and historic significance that should be protected from inappropriate development. The Safety Element details areas subject to flooding, tsunamis and seiches, geologic hazards, beach erosion and areas subject to aircraft hazards whose location has been considered in establishing land use policies. Finally, the Noise Element provides information on noise levels adjacent to roadways and stationary noise sources, which could affect noise-sensitive land uses.

FINDINGS

1. Development of residential uses in proximity to the Bailard Landfill could create problems with respect to its continued operation.
2. The City will need to provide sites for additional or replacement fire stations.
3. Within the Planning Area there are areas designated as containing significant mineral resources that require protection from possible development.
4. The City will need to provide space for additional school facilities adjacent to residential uses. In addition, Oxnard High School is an incompatible use adjacent to the Oxnard Airport, and should be relocated.

5. New approved and planned commercial and industrial development will require additional housing construction within reasonable proximity to job-generating uses.
6. There is a need for additional park facilities.

DEVELOPMENT POLICIES

A. Goals

1. A balanced community meeting housing, commercial and employment needs consistent with the holding capacity of the City.
2. Preservation of scenic views, natural topography, natural physical amenities, and air quality.
3. A balance between jobs and housing within a reasonable commuting distance from each other.

B. Objectives

1. Limit the urbanized area of the City and facilitate a permanent greenbelt between Oxnard and neighboring cities.
2. Provide a variety of housing types throughout the City.
3. Preserve permanent agricultural land within the Oxnard Planning Area.
4. Provide for adequate space for schools, libraries, park and recreation areas, and the expansion needs of public facilities to enhance the quality of life for all citizens.
5. Facilitate the availability of an ample range of affordable child and senior care services.
6. Ensure that all new development will be consistent with the Ventura County Air Quality Management Plan and other regional plans.
7. Promote improved coastal access and recreation opportunities.
8. Support the development of land uses that enhance the City's efforts as a recreational travel and conference destination.
9. Create new job opportunities tailored to the skills of the City's labor force, particularly unemployed residents.
10. Encourage the development of mixed uses in appropriate areas to reduce commuting.

C. Policies

1. Master Planned Developments

The master planned developments discussed above which were approved under the 1990 General Plan (but are not yet fully constructed), have been included in the foundation for the Land Use Element. Thus, it is the policy of the City that these areas be developed as shown in their approved plans, subject to compliance with the policies of the Growth Management Element. In order to address the goals of this 2020 General Plan including, but not limited to, traffic level of service and jobs/housing balance, the following policies shall be considered in reviewing projects in the Northeast Industrial Area:

- Office exclusive uses within the business and research park designated areas shall be limited to the first tier of lots adjacent to a freeway or major thoroughfare
- A Specific Plan shall be required for the development of the approximate 430-acre “Sakioka” property that shall take into consideration the unique opportunity to achieve an integrated plan to address the desirability for jobs/housing balance.

The focus of the remainder of the 2020 General Plan Land Use Element policies is on: 1) other infill development, 2) existing in-fill areas where minor modifications to land uses need to be considered, and 3) larger undeveloped and agricultural areas where new land use patterns may be established.

2. Other Infill Development

In addition to the Master Planned Developments, there is development potential on certain small and medium-sized vacant and underutilized parcels within established neighborhoods. This infill development represents approximately 1,848 residential units, 1.48 MSF of commercial uses, 180,000 sq. ft. of BRP uses and 6.76 MSF of industrial land uses (see **Table V-8B**). As stated in the Growth Management Element it is the City’s policy to encourage development of these areas prior to extensive development of larger vacant areas.

3. Infill/Modification Areas Policies

An additional in-fill/modification area south of Wooley Road, which was identified by the Planning Commission during its deliberations, has also been included in this section. The Land Use advisors have identified additional in-fill modification areas set forth below as item "U". The in-fill/modification areas, which range in size from entire neighborhoods to small parcels, are below. (C.C. Reso. 10860; Amendment # PZ 94-5-48)

This section of the 2020 General Plan is concerned with planning issues within the City's existing areas and neighborhoods. Nineteen in-fill/modification areas, "which GPAC reviewed during the course of several meetings, were identified in the following ways:

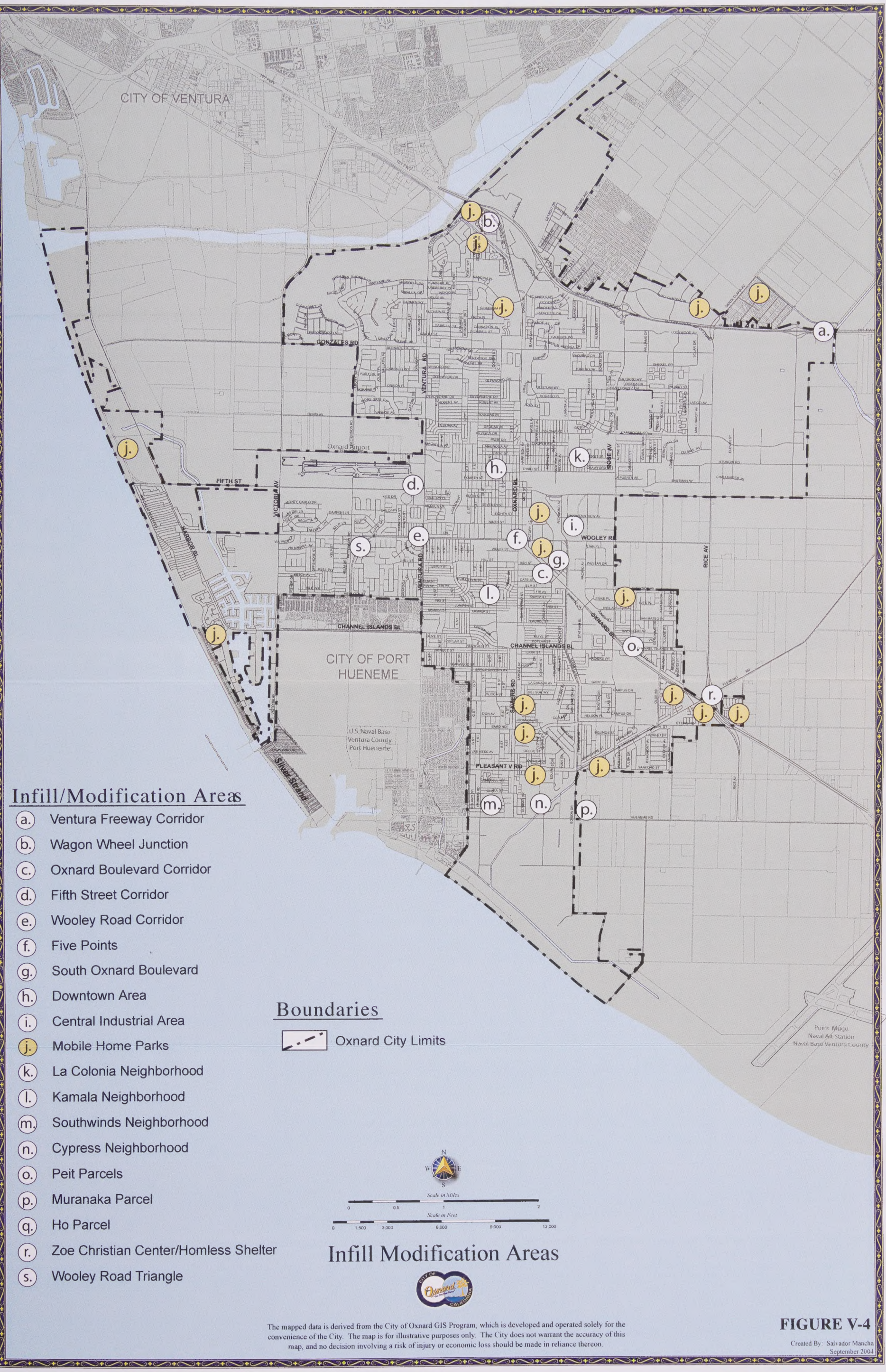
- When the City Council authorized the preparation of the 2020 General Plan, several areas were noted as needing special attention, including the Zoe Christian Center and surrounding land uses, existing mobile home parks, and the C-Street - Wooley Road area
- GPAC members were asked to identify areas in the City that they thought also deserved special attention during the 2020 General Plan process
- Individual property owners requested that reconsideration be given to the land use and/or zoning designations applied to their parcels.

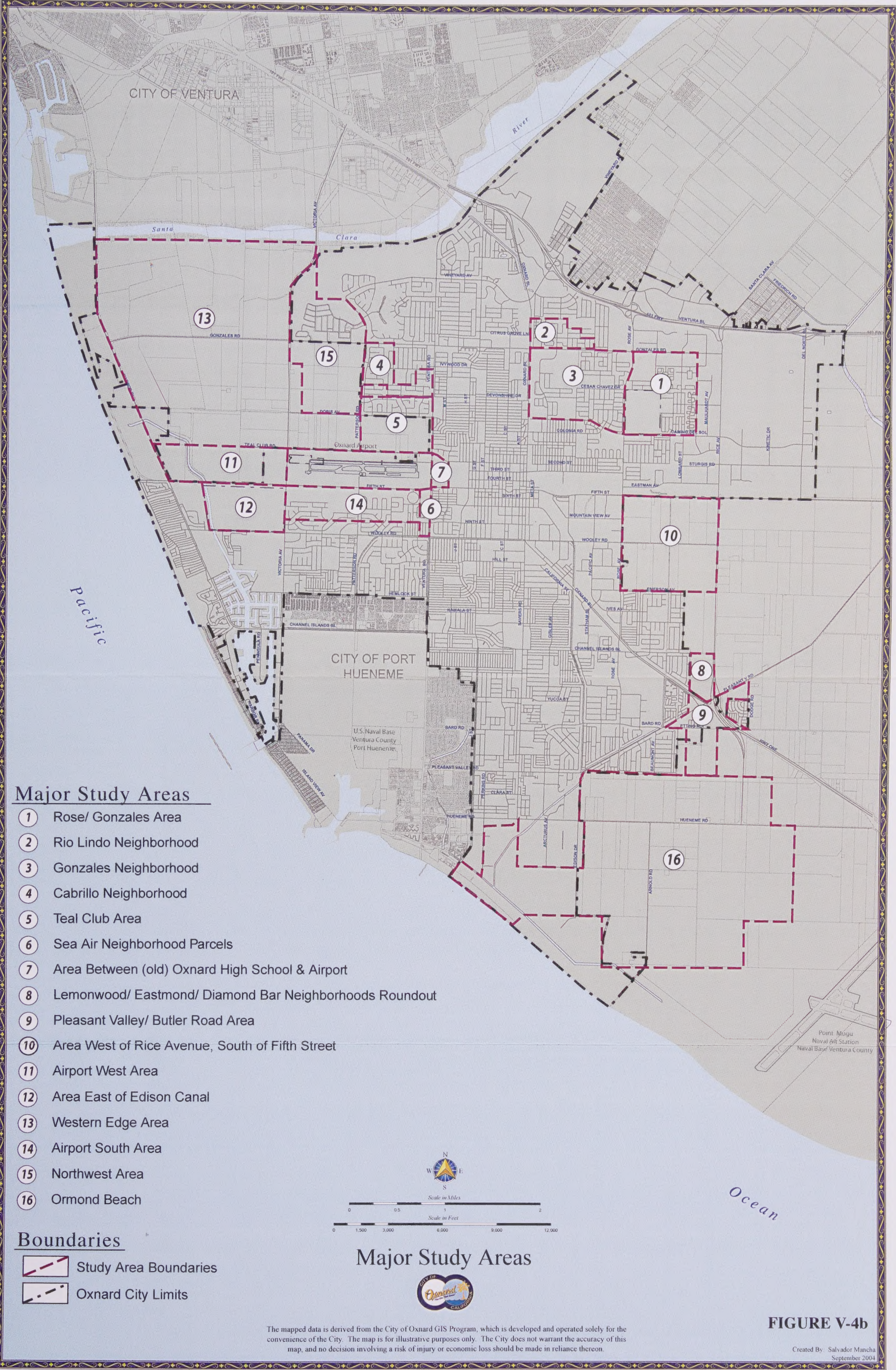
An additional infill/modification area south of Wooley Road and east of Patterson Road, which was identified by the Planning Commission during its deliberations, has also been included in this section. The infill/modification areas, which range in size from entire neighborhoods to small parcels, are listed below.

- | | |
|------------------------------|---|
| a. Ventura Freeway Corridor | l. Kamala Neighborhood |
| b. Wagon Wheel Junction | m. Southwinds Neighborhood |
| c. Oxnard Boulevard Corridor | n. Cypress Neighborhood |
| d. Fifth Street Corridor | o. Petit Parcels |
| e. Wooley Road Corridor | p. Muranaka Parcel |
| f. Five Points | q. Ho Parcel |
| g. South Oxnard Blvd. | r. Zoe Christian Center/Homeless Shelters |
| h. Downtown Area | s. Wooley Road Triangle |
| i. Central Industrial Area | t. Former Hospital Sites |
| j. Mobile Home Parks | |
| k. La Colonia Neighborhood | |

The locations of the infill/modification areas are shown in **Figure V-4**. A summary of the land use issues for each area, together with site maps are contained in the Technical Appendix. The following information is provided there for each area:

- Brief description of land uses
- Summary of existing conditions
- Identification of problems and opportunities.





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FIGURE V-4b

Created By: Salvador Mancha
September 2004

The following land use policies are established for the infill/modification areas.

a. Ventura Freeway Corridor

Property along the freeway corridor frontage should be designated for commercial or business and research park use.

Develop incentives for the land use transition from residential to commercial land use in the El Rio and Nyeland Acres areas.

Establish urban design policies for the corridor areas that are not covered by specific plans.

b. Wagon Wheel Junction

Land uses should be developed at a level of intensity comparable to the Town Center.

Establish commercial and office land uses serving a regional market.

Designate as a Specific Plan Area and implement a specific plan that would:

- include reuse criteria
- include a mixed-use concept
- provide for unique architecture
- fit with the physical constraints of traffic circulation.

Consider designation as a redevelopment area if needed.

c. Oxnard Boulevard

The preferred land use for reuse of the existing automobile dealerships is for retail, service or recreation-related commercial uses in accordance with the Oxnard Boulevard Reuse Study (1987). Uses such as used automobile dealerships and similar uses should be discouraged.

A mixed use development overlay should be considered to allow integration of residential uses with commercial development. Any new development must recognize and achieve compatibility with adjacent residential uses.

d. Fifth Street Corridor

Land use designation is changed from Heavy Industrial to Central Industrial Area and Oxnard-Camarillo Greenbelt.

e. Wooley Road Corridor

Develop incentives for lot consolidation along the corridor.

Examine the potential for senior citizen apartments along portions of the corridor (i.e., Oxnard Boulevard to C Street).

Develop incentives for the development of a congregate care facility with sufficient off-street parking.

The areas along Wooley Road and C Street should be redesignated from residential and commercial to Central Business District.

Preferred land uses along Wooley Road are low and moderate income and senior housing.

Development of large multiple-family attached housing South of Wolff Street should be discouraged in favor of single-family, duplex or triplex housing units.

f. Five Points

The intersection should be realigned consistent with recommendations of the Circulation Element.

g. South Oxnard Boulevard

Change the 1990 General Plan designation from Residential to Commercial for the C-2 zoned area along the west side of Oxnard Boulevard.

Retain the 1990 General Plan Residential land use designation and residential zoning district for the homes abutting the alley on the west side of Oxnard Boulevard on California Street between Date Street and Ash Street.

Change the 1990 General Plan Light Industrial designation to Commercial for the M-1 zoned areas along the east side of Oxnard Boulevard. Provide consistency by changing the industrial zoning to commercial zoning along the east side of Oxnard Boulevard.

h. Downtown Area

Adopt the Central Business District land use designation to reflect current planning in the CBD zone.

i. Central Industrial Area

Establish a Central Industrial Area land use category and implementing zone to guide to reuse, new development and aesthetic improvements in this area.

Provide incentives (e.g., streamlined processing, reduced fees) for lot consolidation of non-conforming residential uses in the Central Industrial Area for industrial purposes.

Provide incentives to convert scattered residential uses to other uses appropriate in the Central Industrial Area.

j. Mobile Home Parks

Retain commercial land use and zoning designations for the entire Wagon Wheel junction, including the Wagon Wheel mobile home park.

Establish policies for the relocation of the Wagon Wheel mobile home park.

Retain mobile home parks as a conditionally permitted use in the Central Business District (referring to the Royal Palms Mobile Home Park).

Change the land use and zoning designations for the Oxnard Mobile Home Lodge to General Commercial.

Establish a relocation policy for the Oxnard Mobile Home Lodge.

Redesignate the Silver Wheel mobile home park from Open Space to Mobile Home 1.

Retain a commercial land use and zoning designation for the A101" Trailer Park.

Establish a relocation policy for the A101" Trailer Park.

Require the property owners of the existing mobile home parks to be redeveloped to prepare a citywide relocation plan for residents being displaced.

Permit the continued use of the Evergreen Mobile Home Park or the development of the site for congregate care housing.

k. La Colonia Neighborhood

Adopt a neighborhood plan for La Colonia.

Amortize non-conforming uses (such as bars, etc.).

Encourage increased participation in the Neighborhood Watch Program.

Encourage neighborhood maintenance and cosmetic improvements for structures through establishment of a "Model Block" program. This would involve the testing of various conservation and rehabilitation techniques available to the City within a small, selected target area.

Explore the potential for bringing the Neighborhood Housing Services program to the neighborhood. The program is oriented toward neighborhood rehabilitation and active participation of the neighborhood through a nonprofit corporation.

Re-designate the properties along the western edge of the neighborhood to Limited Industrial and Low-Medium Residential and require development standards that ensure compatibility with adjacent residential uses for this area and the industrial area south of Third Street.

Encourage timely improvement of the extension of Colonia Avenue north of the neighborhood including median and parkway landscaping to improve the entry into the neighborhood and reduce through traffic in the neighborhood.

Provide neighborhood entry identification to increase the sense of identity and community.

Enhance the various recreational amenities existing at the La Colonia-Del Sol Park complex through the following actions:

- Rehabilitate deteriorated facilities
- Establish a "vandalism watch" program to prevent vandalism
- Explore the possibility of a shared-use agreement with Juanita Elementary School to utilize school facilities for recreational purposes.

1. Kamala Neighborhood

Conserve structurally sound single-family housing in the neighborhood through the Housing Authority's rehabilitation program.

Provide incentives to consolidating parcels along Oxnard Boulevard, Wooley Road and C Street.

Explore the potential for developing senior citizen apartments on larger lots along C Street and Wooley Road or establishing a congregate care facility on an appropriate vacant lot.

Continue to implement the Neighborhood Watch program to enhance neighborhood safety.

Redesignate R-3 zoned areas that are developed with predominantly single family housing of standard quality to Low Density.

Explore the possibility of designating all portions of the neighborhood adjacent to the CBD/CCRP as a Redevelopment Study Area to provide programs to rehabilitate housing stock and improved utilization of large parcels within the neighborhood.

Improve the appearance of the alleys through a program of resurfacing and graffiti removal.

m. Southwinds Neighborhood

Maintain high level of code enforcement activities in the area.

Maintain an active Neighborhood Council Program to monitor proposed development in the neighborhood and encourage a self-policing neighborhood property maintenance and cleanup program.

Create and implement a development strategy for providing facilities that would serve day care, youth, teenage and senior recreational needs in the south Oxnard area.

Develop community design standards for the Southwinds neighborhood.

n. Cypress Neighborhood

Pursue the development of Cypress Neighborhood Park.

Include the existing trailer park in the Citywide relocation program

o. Petit Parcels

Designate all four parcels as open space subject to reevaluation at the time of reconstruction of the adjacent freeway interchange.

Prior to development, a traffic impact study should be prepared for these parcels.

p. Muranaka Parcel

This parcel shall be evaluated in the context of the Ormond Beach Specific Plan.

q. Ho Parcel

Designate the parcel Agriculture.

r. Zoe Christian Center

Adopt and implement the homeless shelter policies in Housing Element.

s. Wooley Road Triangle

Designate vacant property south of the self-storage business Low-Medium Density Residential with twenty percent (20%) of the dwellings required to be reserved for low and low-moderate income households.

t. Former Hospital Sites

Designate the Brittel School Site as Low Density Residential, the Swift Property and the former Channel Islands Hospital site as Medium Density Residential affordable senior and multi-family housing. New development on any of these sites is to be architecturally compatible with the adjacent structures and resources in the adjacent culturally significant heritage district. Any new use on the Swift Property shall be subject to a study of possible adaptive reuse of the existing structures, on the Swift Property.

4. Major Study Areas Policies

During the preparation of the 2020 General Plan, sixteen large areas within the Citys Planning Area, totaling approximately 8,364 acres, were identified for thorough study and review in terms of possible land uses. These Major Study Areas, which are shown in **Figure V-4**, and listed on the next page, are primarily undeveloped land and land used for agriculture. Their land use designations in the 1990 General Plan were either residential or open space, except for Ormond Beach which was designated for agriculture and industry. Study areas 8, 10 through 15 and portions of study areas 9 and 16 are outside the City's current Sphere of Influence. A summary of the existing conditions and land use issues for these Major Study Areas, together with site maps, is contained in the General Plan Technical Appendix.

- | | |
|--|-------------------------------------|
| 1. Rose/Gonzales Area | 9. Pleasant Valley/Butler Road Area |
| 2. Rio Lindo Neighborhood | 10. Area W. of Rice, So. of Fifth |
| 3. Gonzales Neighborhood | 11. Airport West Area |
| 4. Cabrillo Neighborhood | 12. Area East of Edison Canal |
| 5. Teal Club Area | 13. Western Edge Area |
| 6. Sea Air Neighborhood Parcels | 14. Airport South Area |
| 7. Area between Oxnard High School & Airport | 15. Northwest Area |
| 8. Lemonwood/Eastmont/Diamond Bar Neighborhoods Roundout | 16. Ormond Beach |

The following is a description of the land use policies developed for these Major Study Areas. **Table V-5** summarizes the land use designations for these areas in comparison to the existing conditions.

a. Areas 1 and 3 - Rose/Gonzales Area and Gonzales Neighborhood (Northeast Community)

These two areas are considered together as a planning unit. The intended land use is primarily a residential community with a range of dwelling unit types and densities, as well as several employment generators. These include the St. John's Regional Medical Center site at the southeast corner of Gonzales Road and Rose Avenue, and adjacent areas designated for office and business and research park related to the regional medical center complex. A community shopping center is proposed for the southwest corner of the intersection of Gonzales Road and Rose Avenue along with general commercial uses along the western edge of the planning area adjacent to the Southern Pacific Railroad line. A buffer area along the east side of the Southern Pacific Railroad line is intended to provide a designated bicycle path and a noise buffer consistent with previous land use determinations on property located along the railroad north of Gonzales Road. With the exception of the St. John's Regional Medical Center site, the land in these study areas is presently in agricultural production.

These areas represent an opportunity to provide housing directly adjacent to the 1400-acre Northeast Industrial Assessment District. Opportunities also exist for an expanded public or private transportation system that would link the adjacent residential and industrial business park communities and potentially reduce the amount of vehicle miles traveled within the City.

The City Council has authorized the preparation of an environmental impact report (EIR) and a specific plan for these study area that will determine precise land uses. (See **Figure V-1**.) For planning purposes, the presently anticipated land use mix for these areas is included in **Table V-6**. The final determination of residential density for these areas shall be subject to the approval of the specific plan and EIR, which will evaluate alternative land use programs. The overall number of dwelling units within these areas will be between 3,500 and 3,900 (CC Reso. No. 11,443; GPA No. 98-5-19; CC Reso. No 10,683; GPA 92-4DT).

The 1990 General Plan Land Use designation for Area 1 was Open Space with a Public/Semi-Public designation for the St. John's site. Area 3 was designated for a low density residential neighborhood with an elementary school and neighborhood park.

b. Area 2 - Rio Lindo Neighborhood

This area is the remaining undeveloped portion of the Rio Lindo Neighborhood and is designated for residential development. It is located north of Gonzales Road and east of Oxnard Boulevard and the Southern Pacific Railroad line. A portion of the area is in agricultural production. This area is designated for low and low-medium density residential development with a neighborhood shopping center. Development is currently proposed for a portion of the area, which is consistent with the 2020 General Plan land use designation. The 1990 General Plan land use designation was low density residential without any commercial uses.

TABLE V-5

**EXISTING LAND USE AND GENERAL PLAN
DESIGNATIONS FOR MAJOR STUDY AREAS**

General Plan Study Area	Area (acres)	Existing Land Use	2020 General Plan Land Use Designations
1. Rose/Gonzales	275	Agriculture	Northeast Community Specific Plan Area*
2. Rio Lindo	100	Vacant, Agriculture	Low and Low-Medium Density Residential, Commercial
3. Gonzales	475	Agriculture	Northeast Community Specific Plan Area*
4. Cabrillo	128	Vacant	Low Density Residential, Park
5. Teal Club	175	Agriculture	Teal Club Specific Plan Area*
6. Sea Air Neighborhood Parcels	17	Vacant	Commercial, Med-High Density, Residential
7. Area Between Oxnard High School & Airport	24	Agriculture	Commercial, Buffer
8. Lemonwood/Eastmont/ Diamond Bar Neighborhoods Roundout	200	Agriculture	Agriculture, School
9. Pleasant Valley/ Butler Road Area	103	Agriculture, Cemetery, Vacant	Cemetery, Agricultural, Medium Density Residential
10. West of Rice, South of Fifth	610	Agriculture	Agriculture, School
11. Airport West	223	Agriculture, Vacant	Agriculture
12. East of Edison Canal	178	Agriculture	Agriculture
13. Western Edge	2,563	Agriculture	Agriculture
14. Airport South	185	Agriculture	Low and Low-Medium

(continued)

General Plan Study Area	Area (acres)	Existing Land Use	2020 General Plan Land Use Designations
			Density Residential, Commercial, Business & Research Park
15. Northwest Area	319	Agriculture	Agriculture, School
16. Ormond Beach	<u>2,789</u>	Agriculture, Vacant	Ormond Beach Specific Plan Area*
TOTAL	8,364		

*See **Table V-6** for summary of anticipated land uses for proposed Specific Plan Areas.

c. Area 4 - Cabrillo Neighborhood

This area is designated for low density single-family residential development with a neighborhood park. The remaining vacant properties within this neighborhood have been approved for subdivisions that are under construction. This is consistent with the 1990 General Plan land use designation for low density residential development.

d. Area 5 - Teal Club Area

This area, located north of Teal Club Road and the Oxnard Airport and east of Ventura Road is designated for very low, low and low-medium density residential uses in the northern portion of the area. A specialized commercial retail center is designated on the west side of Ventura Road and a community park and office/institutional uses are designated on the southerly portion of the area to be compatible with the operations at the Oxnard Airport.

Due to its proximity to the airport and the uncertainty over the scope of future airport operations, this area will require special planning consideration in conjunction with future airport land use studies.

Development will require preparation and approval of a specific plan for this area (see **Figure V-1**) to determine precise land uses, however, the anticipated land use mix is set forth in **Table V-6**. This area is in agricultural production and is within the current Sphere of Influence; it was designated as open space in the 1990 General Plan.

TABLE V-6
RESIDENTIAL SPECIFIC PLAN AREAS
2020 GENERAL PLAN LAND USE INVENTORY

LAND USE CATEGORY	Area 1 Gonzales/ Rose	Area 3 Gonzales	Area 5 Teal Club	Area 16 Ormond Beach
<u>Residential</u>				
Very Low Density	0	0	5	0
Low Density	132.5	165.8	46	0
Low-Medium Density	42	97	13	460
Condos/townhouses	0	19		
Manufactured Housing	19.5			
<u>Commercial</u>				
Community	0	20	0	30
Specialized	0	0	30	0
Visitor Serving	0	0	0	5
Office	90	0	46	0
<u>Industrial</u>				
Light Industrial	0	0	0	70
Coastal Dependent	0	0	0	160
Public Utility/ Energy Facilities	0	0	0	134
<u>Open Space</u>				
Agriculture	0	0	0	1,560
Buffer	10	10	3	17
Park	8	8	32	16
Resource Protection	0	0	0	82
Beach	0	0	0	168
<u>Other</u>				
Public Semi-Public	20	0	0	0
Schools	12	87	0	87
TOTAL (Acres)	275	475	175	2,789

e. Area 6 - Sea Air Neighborhood Parcels

This area is a vacant property within the Sea Air Neighborhood that has been approved for a 275-unit senior housing project and a community commercial shopping center consistent with the 2020 General Plan land use designation. This area was designated for the same uses in the 1990 General Plan.

f. Area 7 - Area Between Oxnard High School and Airport

This area primarily consists of occasionally farmed property located east of Ventura Road between Second and Fifth Streets adjacent to the west end of the runway at Oxnard Airport. The designated land use for this area is for commercial offices on the northerly portion of the site south of Second Street, a neighborhood shopping center on the southerly portion of the site north of Fifth Street and a buffer along the easterly approach to Oxnard Airport, between the office and commercial land use areas. These designations are consistent with the 1990 General Plan except that the buffer was not designated on the 1990 Land Use Map.

The designation of the clear zone/buffer area shall be made in consultation with the FAA, the California Division of Aeronautics, the Oxnard Airport Authority, the Ventura County Airport Land Use Commission and the Oxnard High School District. The restriction on building location shall be consistent with previous City policy on properties located west of Ventura Road, which prohibits buildings within the clear zone. The entire area between Ventura Road and K Street, including the institutional uses west of K Street, shall be designated Airport Compatible.

g. Area 8 - Lemonwood/Eastmont/Diamond Bar Neighborhoods Roundout

This area lies outside the current Sphere of Influence, the CURB, and within the Oxnard-Camarillo Greenbelt. Accordingly, although some thought has in the past been given to the potential use of such area for development, it is now considered inappropriate for urban uses. The area is designated for agricultural uses. This area also contains a designation for a future high school site which, if such plans were to come to fruition, would be detached from the Greenbelt Agreement. The 1990 General Plan land use designation was for low density residential development.

h. Area 9 - Pleasant Valley/Butler Road Area

This area consists of several parcels under multiple ownership located north and south of Pleasant Valley Road, and east and west of State Route 1. The designated land uses include low-medium density residential development on the south side of Pleasant Valley Road between Olds Road and Route 1, a senior housing development at the northwest corner of the intersection of Butler Road and Pleasant Valley Road. This area was designated for low-medium density residential development in the 1990 General Plan.

i. Area 10 - Area West of Rice Avenue, South of Fifth Street

This area is located west of Rice Avenue and south of Fifth Street and lies outside the CURB and the present Sphere of Influence boundary and within the Oxnard-Camarillo Greenbelt. It is presently in agricultural production. There are also petroleum resource extraction activities in this area. Like Area 8, this is designated for agricultural use. A future elementary school site is also designated which, if such plans were to come to fruition, would be detached from the Greenbelt Agreement. This area was designated as open space in the 1990 General Plan.

j. Area 11 - Airport West Area

This area located west of the Oxnard Airport and north of West Fifth Street is currently in agricultural production. The 2020 land use designation for this area is Agriculture and Resource Protection. This area was designated as a Special Study Area in the 1990 General Plan.

k. Area 12 - Area East of Edison Canal

This is an agricultural area located north of Wooley Road, south of West Fifth Street between Victoria Avenue and the Edison Canal. The designated land use for this area, which is within the Coastal Zone, is Agriculture. This area was designated as open space in the 1990 General Plan.

l. Area 13 - Western Edge Area

This area includes the northwest portion of the Planning Area outside the present Sphere of Influence and is generally located north of Teal Club Road and east of Patterson Road and is designated for continued agricultural land use. The 1990 General Plan land use designation for this area was Open Space.

m. Area 14 - Airport South Area

This area is the remaining undeveloped portions of the Sea Air and Sea View Neighborhoods. It is located south of West Fifth Street and the Oxnard Airport and east of Victoria Avenue. The southerly portion of this area is designated for low and low-medium residential uses. The northerly portion of the area is designated for business and research park uses, with a community shopping center to be located at the southeast corner of the intersection of Victoria Avenue and West Fifth Street. The properties in this area are usually in agricultural production. The 1990 General Plan designated this area for low and low-medium density residential and open space uses.

n. Area 15 - Northwest Area

This area, which is currently in agricultural production and is outside CURB and the current (1981) Sphere of Influence, is generally located east of Patterson Road and north and south of Gonzales Road. This area is designated for agricultural uses. A high school site is designated at the south of Gonzales Road between Patterson Road and Victoria Avenue.

Any future development east of Victoria Avenue and north of Gonzales Road, whether urban or open space in nature, shall recognize the existence of the Bailard Landfill and shall conform to setback distances specified by local or state regulations and the recommendations of a specific environmental study.

The 1990 General Plan land use designation for this area was Open Space.

o. Area 16 - Ormond Beach

The Ormond Beach study area in the south portion of the City consists of approximately 2,789 acres of land with about 168 acres of beach frontage. Approximately 2,300 acres are unincorporated, with about 1,560 acres located outside the City's existing Sphere of Influence. The area also includes 345 acres that are located within the Coastal Zone.

The beach is currently underutilized because of remoteness from main travel routes, proximity to industrial uses and fragmented ownership. The remainder of the area currently is under agricultural production and devoted to heavy industrial uses generally related to the port facilities and activities. Portions of the study area are both visually and functionally blighted. As a consequence, the City has designated the portion of the area within the current City's Sphere of Interest boundary as a redevelopment area (see **Figure V-4**).

There are significant wetlands and beach areas within the study area. The wetlands are an important stop in the Pacific flyway route for migratory birds. Nevertheless, the aesthetic condition of the area is unkempt, primarily the result of existing and past industrial activities, such as metal processing with slag ponds, and the fact that certain portions of the wetlands have been used as a dumping ground for trash and litter.

Over the course of several years, the City of Oxnard has commissioned many studies to determine feasible development options for the area. The results have indicated that increased public access is needed to realize the full potential of the Ormond Beach area and to maximize recreational opportunities. Through detailed and specific planning in the Ormond Beach area, there is a potential to develop coastal

oriented recreational opportunities while concurrently safeguarding sensitive wetlands and other habitats.

The 1990 General Plan land use designations for the Ormond Beach study area were Open Space, low-medium density Residential and Limited, Light and Heavy Industrial. The 2020 General Plan land uses in the Ormond Beach study area are designed to address the City's principal areas of concern relating to the Ormond Beach study area:

- Protection of significant wetlands and other habitat resources and enhancement of degraded resources
- Aesthetics in relation to present blighted conditions
- Beach access and recreational use opportunities consistent with Coastal Act resource protection policies
- Need for visitor serving facilities
- Desirability of providing for a variety of housing types
- Desirability of relocating certain existing land uses in the study area.

Accordingly, the 2020 General Plan permits approximately 3500 dwelling units at low-medium density (20% of which shall be low and low-moderate income dwellings), and approximately 400,000 square feet of associated commercial uses, in an area outside the Coastal Zone and generally north of an easterly extension of McWane Boulevard and east of the Edison transmission lines to the current boundary of the City's Sphere of Influence. An elementary school, high school and neighborhood park would also be located north of Hueneme Road. The property south of this area is owned by the Edison Co. and the portion that is outside the Coastal Zone is designated Public Utility/Energy Facilities.

For the remaining area outside the Coastal Zone, the land use designation is Light Industrial for the area south of McWane Boulevard and for the area south of the Ventura County Railroad line. All areas outside the 1981 Sphere of Influence boundary are designated Agriculture, and will be considered for inclusion in an extension of the Oxnard-Camarillo Greenbelt.

The 2020 General Plan land use designations for the portion of the Ormond Beach study area within the Coastal Zone are consistent with the Oxnard Coastal Land Use Plan. The designated uses are IndustryCPriority to Coastal-Dependent, Resource Protection, Public Utility/Energy Facility and Parks.

Approval of a specific plan will be required for any development in this area (see **Figure V-1**). **Table V-6** provides a detailed breakdown by acreage of the anticipated land uses for this area. The specific plan will identify development standards and requirements for the preservation of wetlands and habitat environments, aesthetics and architectural guidelines for development and will require appropriate supplemental environmental impact reviews, including a hydrology study to prevent urban runoff from affecting adjacent wetlands. The specific plan land uses and policies should contribute to achieving the following objectives:

- A. New development shall be comprehensively planned in a balanced and orderly manner, providing for housing, employment, retail, and recreation opportunities, while assuring timely and cost-effective provision for needed public services and infrastructure facilities.
- B. New development shall address historic functional issues and management problems, including:
 - scattered, uncoordinated industrial and residential uses in the area
 - inappropriate and environmentally damaging use of ocean front area
 - the lack of public access to beach areas suited to public use and enjoyment
 - poor water management in the study area and related adverse effects on wetlands resources.
- C. New development shall be designated and located to improve the appearance and function of this area by provisions for:
 - buffering and landscaping adjacent to the Southern California Edison power plant site
 - relocation or removal of the Halaco Engineering Company facility and restoration of the site
 - a broad mix of residential, commercial and open space uses that will create an overall appearance comparable to, or superior to the northern portion of the City.
- D. New development shall protect existing public access to the shoreline, create new opportunities for access and enhance recreational opportunities for residents and visitors by:

- providing for a broad range of public recreation and visitor-serving commercial activities for residents and visitors
 - creating new coastal access ways and public use areas
 - improving access to the beachfront consistent with resource protection needs
- E. New development shall minimize adverse impacts on sensitive coastal resources, and protect significant coastal resources within the study area by:
- restoration and enhancement of wetlands and other sensitive habitats
 - mitigating wetland resources and resource impacts, in a manner consistent with Coastal Act policies and U.S. Army Corps of Engineers A404" requirements (e.g., "no net loss")
 - preparing a long-term habitat management program consistent with CEQA monitoring, Coastal Act and U.S. Army Corps A404" requirements.
- F. New development shall be located and designed to minimize or avoid adverse impacts on regional resources (e.g., air and water quality) and facilities (e.g., roadway, waste treatment facilities) consistent with regional growth management goals and objectives.
- G. New development shall be sited and designed in a manner that will mitigate potential use conflicts and protect the ongoing operations of Southern California Edison Ormond Beach power station and the Navy's Point Mugu facilities.
- H. New development shall be located and designed so as to assure continued consideration of the development of a new regional airport facility in the area if further analysis indicates that such a facility would be appropriate in this location.
- I. New development shall provide a diversity of housing types to allow for a greater range of housing than currently is typical in the City, including mixed-use residential/commercial areas such as those in Mandalay Beach and Channel Islands Marina.

In order to insure that the rehabilitation and enhancement of the coastal resources within the Ormond Beach area are made concurrent with the development of the upland portion of the area, the specific plan for the Ormond Beach area shall specify a resource enhancement schedule that requires that specific coastal resource enhancement activities commence prior to or concurrent with specific phases of upland development. Resource enhancement shall include, but not be limited to:

beach access, wetland restoration, and removal of blighted uses and/or blighting influences, such as the Halaco Engineering, Inc. site.

The specific plan will also be required to contain a detailed, long-range phasing plan to govern the timing of development and the provision of necessary infrastructure. Any changes to the land use designations in the Coastal Zone portion of the study area would require certification by the Coastal Commission.

D. Plan Proposals

The Land Use Element provides for five major types of land use: Residential, Commercial, Industrial, Open Space and Other. Each of these is divided into separate categories of uses correlated with specific intensity-of-development standards (discussed below). The 2020 General Plan Land Use Map, set forth in **Figure V-5**, classifies land uses within the City into these new categories.

Land use designations within the Coastal Zone on the Land Use Map are presented for general land use identification and reference purposes only. Please refer to the Oxnard Local Coastal Program for specific land use designations and zoning regulations for areas within the Coastal Zone. The 2020 General Plan proposes modifying existing land use designations within the Coastal Zone as follows:

1. Five acres located next to the City of Port Hueneme and currently designated Industry: Priority to Coastal Dependent in the certified Local Coastal Program would be redesignated Visitor Serving.
2. Eight acres at the site of a former mushroom farm near Arnold Road in the unincorporated county portion of the Ormond Beach planning area that are currently designated Heavy Industry in the City's 1990 General Plan would be redesignated Visitor Serving.

These changes will require Coastal Commission approval before becoming effective. All other land use designations within the Coastal Zone are consistent with the California Coastal Act.

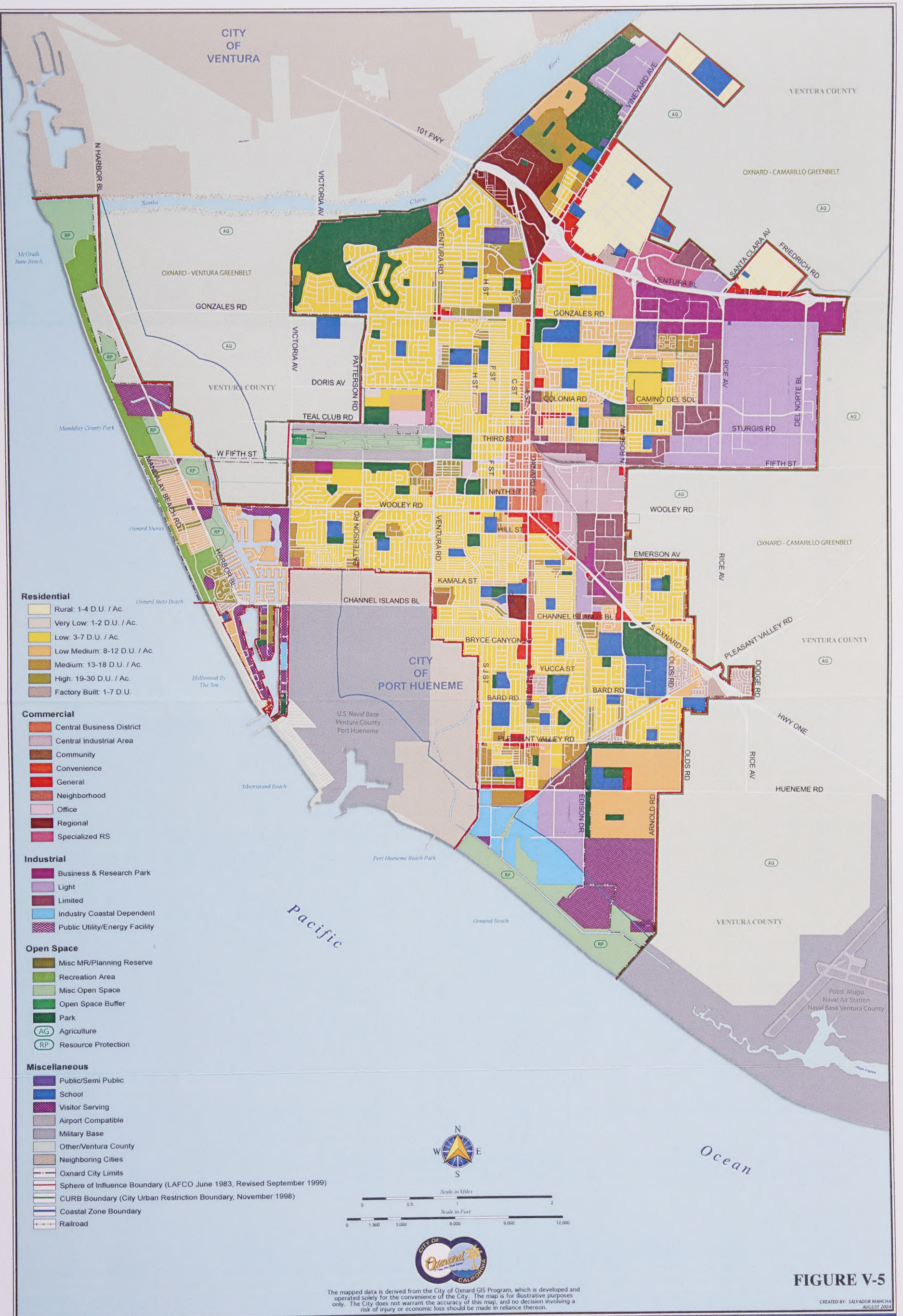


FIGURE V-5

The mapped data is derived from the City of Oxnard GIS Program, which is developed and operated solely for the convenience of the City. The map is for illustrative purposes only. The City does not warrant the accuracy of this map, and no decision involving a risk of injury or economic loss should be made in reliance thereon.

CREATED BY: SALVADOR MANCHA
AUGUST 2004

2020 General Plan Land Use Map

Table V-7 presents an inventory of the 2020 General Plan land use categories and summarizes currently developed acreage, acreage to be developed and total general planned acreage by type of use for all uses.

The 2020 General Plan contains a total of 9,777 acres of residential uses of which 1,265 acres remain to be developed. The plan provides for 1,652 acres of commercial uses, with approximately 416 acres devoted to new commercial uses. A total of 4,139 acres is designated for industrial uses, of which 1,675 acres are currently undeveloped. The 2020 General Plan retains about 10,468 acres of designated open space within the Planning Area of which 8,355 acres would be available for agriculture. An additional 12,905 acres of agricultural and open space land would remain in the Oxnard-Camarillo Greenbelt. Approximately 229 acres of new parks would be constructed under the plan, for a total of 937 acres. Institutional uses account for approximately 1,490 acres of which 891 acres are allocated for elementary, junior high, and high school uses (310 acres for new facilities). The remaining institutional uses include 284 acres allotted for public and semi-public uses (such as hospitals and human resource centers) and 315 acres of airport compatible uses, an increase of about 80 acres over existing airport development.

TABLE V-7

2020 GENERAL PLAN LAND USE INVENTORY

Land Use Designation	Currently In Use or Developed Acreage*	Acreage to be Developed	2020 General Plan Acreage
RESIDENTIAL			
Rural	1,194	0	1,194
Very Low Density	0	5	5
Low Density	5,840	609	6,449
Low-Medium Density	500	730	1,230
Medium Density	229	46	275
High Density	284	0	284
Mobile Home 1	<u>267</u>	<u>0</u>	<u>267</u>
SUBTOTAL	8,314	1,390	9,704
COMMERCIAL			
General	356	12	368
Convenience	9	0	9
Neighborhood	46	20	66
Community	83	85	168
Regional	287	0	287
Specialized	136	43	179
Visitor Serving	92	115	207
Central Business District	149	0	149
Office	<u>78</u>	<u>141</u>	<u>219</u>
SUBTOTAL	1,236	416	1,652
INDUSTRIAL			
Business & Research Park	159	473	632
Limited	347	439	786
Light	1,214	216	1,430
Central Industrial Area	339	50	389
Public Utility/Energy Facilities	309	311	620
Priority to Coastal Dependent	<u>96</u>	<u>186</u>	<u>282</u>
SUBTOTAL	2,464	1,675	4,139

OPEN SPACE (Acres)

Miscellaneous	150	n/a	150
Agriculture (does not include game reserve)	6,582	n/a	6,582
Buffer	136	n/a	136
Resource Protection	566	n/a	566
Mineral Resources	324	n/a	324
Park	<u>708</u>	<u>229</u>	<u>937</u>

SUBTOTAL	8,466	229	8,695
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OTHER

Public/Semi-Public	263	21	284
Airport Compatible	235	80	315
Schools	581	310	891
Mixed Use Overlay	<u>[25]</u>	<u>[70]</u>	<u>[95]</u>

SUBTOTAL	1,079	411	1,490
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MISCELLANEOUS

Point Mugu NAS	3,872	n/a	3,872
Oxnard-Camarillo Greenbelt	12,905	n/a	12,905
City of Port Hueneme	2,880	n/a	2,880
Ventura County Game Reserve	<u>604</u>	<u>n/a</u>	<u>604</u>

SUBTOTAL	20,261	n/a	20,261
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	=====	=====	=====
TOTAL within Planning Area	41,820	4,121	45,941

* As of September, 1989

TABLE V-9

RESIDENTIAL DENSITY/INTENSITY STANDARDS

<u>Land Use Category</u>	<u>Density Standards</u>	<u>Estimated Household Size</u>
! Rural	1 to 4 dus/acre	3.7 persons/du
! Very Low Density	1 to 2 dus/acre	3.7 persons/du
! Low Density	1 to 7 dus/acre	3.7 persons/du (detached) 2.7 persons/du (attached)
! Low-Medium Density	7 to 12 dus/acre	3.7 persons/du (detached) 2.7 persons/du (attached)
! Medium Density	12 to 18 dus/acre	2.7 persons/du
! High Density	18 to 30 dus/acre	1.9 persons/du
! Mobile Home 1	1 to 7 dus/acre	1.9 persons/du
! Mobile Home 2	7 to 12 dus/acre	2.7 persons/du

E. Standards for Land Use Density/Intensity

The various land use categories within in the five major land use types and their associated density/intensity standards are described below.

1. Residential Land Uses

Maximum intensities of use for residential development are defined by density ranges specified for each category of residential use depicted on the Land Use Plan. The controlling standard for each category of residential use is that set forth in **Table V-9** under the heading "Density Standards." Another heading in **Table V-9** titled "Estimated Household Size" reflects estimates of the number of inhabitants per dwelling unit projected for each category of residential use and provides the basis for estimating public service needs such as sewer and water and support services such as schools and parks.

Large-scale projects and specific plan areas may provide for other intensity control measures that will allow for necessary planning flexibility while still defining residential

intensity maximums for defined planning areas. (Acreages given for the following land use categories are approximate since the land use allocations for major study areas 1, 3, 5, 15 and 16 shown on **Table V-6** are subject to specific plans which will determine the exact land use designations.)

a. Rural

This designation applies to the El Rio and Nyeland Acres residential areas north of the Ventura Freeway and is intended to reflect the semi-rural character of these areas.

Although some higher density development exists, the development in these areas is predominantly single-family homes on larger lots. Density may range from 1 to 4 dwelling units per acre and typical household size is an average of 3.7 persons per household (approximately 1,194 acres).

b. Very Low Density

This land use is intended as a single-family residential transition from the edge of a residential area to the higher density areas. These edges typically adjoin major thoroughfares and urban/rural boundaries. Typical lot size is 20,000 square feet but dwelling unit density may range from 1 to 2 dwelling units per acre. Household size is an average of 3.7 persons per household. This designation is limited to the Teal Club Specific Plan Area along Patterson Road (approximately 5 acres).

c. Low Density

This designation applies to areas intended for single-family detached and attached housing. This type of housing can be conventional detached homes with conventional yard and setback requirements and may also include patio and "zero lot line" homes and attached planned unit developments. Density ranges from 1 to 7 dwelling units per acre. Average household size is 3.7 persons per household for detached units and 2.7 persons per household for attached units (approximately 6,449 acres).

d. Low-Medium Density

This designation applies to properties intended for development as lower density apartments or condominiums and higher density detached single-family residences. In order to provide a range of housing choices as recommended by the Housing Element and to meet housing needs on available land resources, planned unit developments (PUD's) which offer single-family detached homes on lots of less than standard size (but not less than 3,500 square feet) shall be considered subject to the following:

1. Small lot PUD's providing detached homes are a preferred housing type on infill properties in largely developed neighborhoods.

2. In larger undeveloped and specific plan areas, PUD's may be considered as part of an overall housing program which clearly achieves a balance of housing types and housing prices which are affordable to a broad segment of Oxnard residents.

Dwelling unit density ranges from 7 to 12 units per acre and household size averages 3.7 persons per household for detached units and 2.7 persons per household for attached units (approximately 1,230 acres).

e. Medium Density

This designation applies to areas intended for garden apartments and condominiums and other form of attached housing. Density ranges from 12 to 18 dwelling units per acre and household size averages 2.7 persons per household (approximately 275 acres).

f. High Density

This category applies to older developed areas where high density apartments were permitted. Residential development of this density may also be permitted in the Central Business District. Density ranges from 18 to 30 dwelling units per acre and household size averages 1.9 persons per household (approximately 284 acres).

g. Mobile Home 1

This designation applies to existing conventional mobile home parks not designated for replacement and to areas designated for future manufactured home parks intended to be developed in a conventional manner to permit lot ownership. Density ranges from 1 to 7 dwelling units per acre and household size averages 1.9 persons per household (approximately 287 acres).

h. Mobile Home 2

This designation applies to property intended to serve exclusively for the purpose of providing replacement housing for older dilapidated trailer parks or mobile/home trailer parks which are not consistent with land use designations. In order to help achieve economic feasibility, density ranges up to 12 dwelling units per acre. Average household size is 2.7 persons per household (approximately 53 acres).

2. Commercial Land Uses

The primary measure for regulating the intensity of development of nonresidential uses is the floor area ratio (FAR) shown in **Table V-10** for each category of nonresidential use. The FAR is defined as the ratio of gross leasable floor area of structures on a particular parcel to the total gross land of the parcel on which the structures are located. For example, a FAR of 0.5 would permit the development of a structure or structures with a gross leasable floor area amounting to half of the total gross land area of the parcel. Gross leasable floor area is defined as the floor area actually occupied or used by a tenant or other user, including hallways, lobbies, utilities and other common areas.

TABLE V-10

FLOOR AREA RATIOS

<u>Commercial</u>	<u>FAR</u>
General Commercial	.30:1
Convenience Commercial	.30:1
Neighborhood Center	.30:1
Community Shopping Center	.30:1
Regional Shopping Center	.60:1
Specialized Commercial	.30:1
Visitor Serving	.30:1
Central Business District	1.50:1 ¹
Office	.60:1
<u>Industrial</u>	
Business and Research Park	.60:1
Limited	.45:1
Light	.40:1 (manufacturing) .50:1 (warehousing)
Central Industrial Area	.40:1
Public Utility/Energy Facilities	Variable
Priority to Coastal Dependant	.45:1
<u>Other</u>	
Public/Semi Public	Variable
Airport/Compatible	.40:1
Schools	Variable
Mixed Use Overlay	.30:1 (commercial) .65 (BRP)

¹Office Use 3:1

The FAR is a site-specific maximum intensity which may be further reduced by other applicable regulatory criteria including height limits, landscaping requirements, etc. The following is a description of the commercial land use categories and maximum floor area ratios for each.

Reference to Figure 10 Not available at this time.
(Figure 10 per CC resolution 10,504)

a. General

General commercial land uses include older established one-story retail centers and free-standing commercial uses along thoroughfares and may also include higher density residential uses (up to 13-18 dwelling units per acre), and office uses. Maximum FAR is 0.30:1 (approximately 368 acres) (CC Reso. 12,673; GPA 04-620-6).

b. Convenience

This land use is intended to provide limited retail and other commercial services which are primarily oriented towards and compatible with residential areas. These centers are typically one-story, range up to 26,000 square feet in size, and are located on property of up to two acres in size. Maximum FAR is 0.30:1 (approximately 9 acres).

c. Neighborhood

This center provides a wider range of services oriented toward two or more residential neighborhoods. A supermarket is typically an anchor, but other major retailers may also be located in such a center. These one-story centers typically range up to 80,000 square feet in size, occupy from two to six acres, and are located on a thoroughfare. In addition to commercial uses, higher density residential uses (up to 13-18 dwelling units per acre) may be permitted. Maximum FAR is 0.30:1 (approximately 66 acres) (CC Reso. 12,673; GPA 04-620-6).

d. Community

This type of center usually has two or more anchor retailers, are one-story with portions that may be two-stories, and range up in size to 265,000 square feet on 20 acres. These centers are located at intersections of thoroughfares. Maximum FAR is 0.30:1 (approximately 168 acres).

e. Regional

Shopping centers in these areas can be multi-story and range up to 3 million square feet in size on as much as 100 acres. Maximum FAR is 0.30:1. Maximum FAR for the commercial portions of Wagon Wheel, Town Center and Financial Plaza areas is 0.60:1 and can include offices, hotels and other service uses (approximately 287 acres).

f. Specialized

Specialized commercial uses include promotional and “off-price” shopping centers as well as centers which may be tourist-oriented or oriented to other specialized markets. Specialized commercial may also include general commercial uses in special or unique settings. Maximum FAR is 0.30:1 (approximately 179 acres).

g. Visitor Serving

Visitor serving commercial uses are generally restricted to the Coastal Zone and are generally retail and service uses oriented to tourists and visitors to coastal attractions. Maximum FAR is 0.30:1 (approximately 207 acres).

h. Central Business District (CBD)

The Central Business District consists of an area of relatively intense retail and office land uses in the core area of the City’s downtown area. Special architectural and site design guidelines apply. Maximum FAR is 1.5:1 with the exception of office uses which may not exceed 3:1. The Central Business District includes the Royal Palms Mobile Home Park, the Civic Center complex and other governmental services. It may also include higher density residential uses (up to 39 dwelling units per acre) such as apartment and condominium projects located adjacent to Heritage Square to support downtown activities (approximately 149 acres).

i. Office

These uses can be multi-story and tend to be located along thoroughfares and often provide a transitional use between thoroughfares or retail commercial uses and residential areas. Limited related retail and service uses may also be allowed. Maximum FAR is 0.60:1 (approximately 219 acres).

3. Industrial Land Uses

The following is a description of industrial land use categories and maximum floor area ratios for each.

a. Business and Research Park

These areas typically include fully conditioned buildings (that is, containing full interior improvements) devoted either exclusively or in part to office and research and development uses. Retail and service facilities may also be established in free-standing buildings or as part of multi-use developments. To achieve commercial retail use balance commensurate with the City's population, general retail facilities may also be established subject to appropriate environmental review to consider potential impacts associated with their development. Very high development standards (landscaping, architecture, etc.) apply to business and research parks which are oriented towards major transportation features such as freeways, thoroughfares, the Oxnard Airport and Port Hueneme. Maximum FAR is 0.60:1 (approximately 632 acres).

b. Limited

Limited industrial uses are typically light manufacturing, assembly, and warehousing uses developed to higher development standards than may be found in other industrial zones. All activity occurs within buildings with the exception of incidental storage. Office and limited retail activities related to the principal manufacturing, wholesale, or warehousing use may also be allowed. Uses serving employees and tenants of industrial parks may also be permitted. Maximum FAR is 0.45:1 (approximately 786 acres).

c. Light

Light industrial uses include manufacturing uses where the principal activity occurs within a building, but also permits incidental light outdoor assembly, fabrication, and storage. Uses must follow high development and performance standards. Wholesale and retail sales of large commodities related to warehousing or service uses on-site may also be permitted. Maximum FAR is 0.40:1 for manufacturing, 0.50:1 for warehousing (approximately 1,430 acres).

d. Central Industrial Area

The Central Industrial Area is characterized by uses which often involve outdoor use and storage, but are not classified as heavy industrial uses. Agricultural processing and service, and vehicle and equipment storage and repair predominate in this area. In order to be compatible with the adjacent CBD and redevelopment plans, high development standards are to be applied to new uses and the rehabilitation of existing uses. Maximum FAR is 0.40:1 (approximately 389 acres).

e. Public Utility/Energy Facilities

This designation applies to the Southern California Edison electrical generating and transmission facilities located within the City as well as facilities related to oil and gas development within the City. Due to the uniqueness of these type of facilities, the development intensity is established on an individual basis (approximately 620 acres).

f. Priority to Coastal Dependent

This designation applies to industrial properties within the Coastal Zone. Land use priority is given to uses which are related to coastal and offshore activities including oil and gas development and marine shipping. Maximum FAR is 0.45:1 (approximately 282 acres).

g. Increased FAR

The areas shown on Figure V-10a may be considered for an FAR not to exceed 1.1, subject to review of a full-scope environmental impact report (CC Reso. 10,504).

4. Open Space

Described below are the various open space land use categories.

a. Miscellaneous

This category primarily consists of land adjacent to the Santa Clara River, but also includes several small parcels which due to their location or size, do not lend themselves to another land use designation (approximately 150 acres).

b. Agriculture

This designation includes lands devoted to row and tree crops intended for consumption as well as other crops and commodities intended for other uses such as livestock feed, grain products for cosmetic and other uses, ornamental horticulture (green houses, nurseries, etc.,) hydroponic agriculture and the growing of sod.

This designation may also include greenbelts which are intended to preserve open spaces and agriculture uses in particular. Greenbelts also serve to provide spatial separations between communities and preserve individual community identity. The land use intensity standard for agricultural uses is a maximum of one dwelling unit per minimum 40-acre parcel (approximately 6,582 acres).

c. Buffer

Buffers may include agricultural uses, landscaped, or fallow areas intended to provide a spatial separation between potentially incompatible land uses and activities (approximately 136 acres).

d. Planning Reserve Overlay

This overlay has been placed on certain open space areas contiguous to developed portions of the City to indicate that they may be considered for urbanization during the term of the 2020 General Plan. The areas may be specifically evaluated at the next comprehensive general plan review. This designation applies to properties designated Mineral Resources (approximately 324 acres).

e. Resource Protection

These are areas identified in order to preserve and enhance sensitive habitats of features which may be threatened by urbanization such as wetlands, dunes, riparian areas, etc. These areas are found primarily in the Coastal Zone and along the Santa Clara River (approximately 566 acres).

f. Mineral Resources

These areas are designated to identify sand and gravel extraction areas which may also be threatened by encroachment from development. This area occurs in the El Rio area adjacent to the Santa Clara River (approximately 324 acres).

g. Parks

Park areas include those existing or proposed facilities which are under the jurisdiction of a park agency. This includes state beaches and beach parks, regional parks, and community and neighborhood parks and special purpose facilities administered by the City. Also included in this designation is the River Ridge Golf Course (approximately 937 acres).

5. Other Land Uses

Described below are other land use categories.

a. Public/Semi-Public

This land use designation includes public institutions and uses such as the City Hall and civic centers, medical centers, community centers, City yards, libraries, and fire stations as well as privately owned institutions of a public nature such as cemeteries and hospitals (approximately 284 acres).

b. Airport Compatible

Airport compatible uses include low intensity commercial and industrial uses which are compatible with airport operations and activities in that they do not pose unreasonable hazards to aircraft operations nor do they subject large numbers of persons to hazards from aircraft. Airport compatible uses need not be directly related to or dependent upon the adjacent airport. The City may require hazard studies to determine the suitability of a proposed use and its relative intensity. The uses must be consistent with the Noise Element goals, policies and standards and consistent with policies of the FAA, Caltrans Division of Aeronautics and the Airport Land Use Commission. These uses are typically of a limited industrial or specialized commercial nature and have a maximum FAR of 0.40:1 (approximately 315 acres).

Consideration will be given to developing and implementing an Airport Compatibility Overlay Zone that includes explicit provisions for prohibited uses and height limitations within the Oxnard Airport Sphere of Influence.

c. Schools

This land use designation applies to public and private educational facilities. Four additional high school sites have been designated on the Land Use Map, including a potential relocation site for Oxnard High School in the Northwest study area. The other three sites are located in the Northeast Community; in the area south of Wooley Road and west of Rice Avenue; and in the Ormond Beach study area. Additional junior high schools have been designated in the Northeast Community and in the Ormond Beach study area. Additional elementary schools have been designated in the Northeast Community (2), the area south of Wooley Road and east of Rose Avenue, and the Ormond Beach study area. The locations of future schools identified on the Land Use map are conceptual; the precise locations will be subject to more specific studies and/or specific plans. The FAR for this type of use is established on an individual basis due to their unique nature and single purpose use (approximately 891 acres).

d. Mixed Use Overlay

A mixed use overlay would apply to the Central Business District, the Sakioka Property, properties located south of Gonzales Road and east of the new St. John's Regional Medical Center, property adjacent to the golf course and to the former automobile dealerships on Oxnard Boulevard. Mixed use may incorporate three or more different land uses (such as residential/retail/office) within one or more structures, allowing persons to live near their place of employment and/or support services. Mixed use should occur in the designated City areas but need not occur on every individual parcel within the area (CC Reso. 12,673; GPA No. 04-620-6). The integration of land uses is intended to provide a pedestrian orientation to reduce trips and vehicle miles traveled in order to improve air quality and energy conservation. The mixed-use designations for the Sakioka, Gonzales Road, and golf course properties are intended to be primarily for horizontally integrated compatible uses. Vertically integrated mixed use buildings are encouraged in the Central City area. The area north of Robert Avenue and west of Oxnard Boulevard is designated for horizontally integrated mixed use. The area south of Robert Avenue is designated CBD. Residential densities for the horizontally integrated mixed use developments shall be established by site plan review, but in no case shall exceed a density of 18 dwelling units per acre. Maximum FAR is 0.30:1 for commercial uses and 0.65:1 for BRP uses. Mixed use developments outside of the CBD area are subject to City Council approval of a precise plan and appropriate environmental review to consider potential impacts associated with the development (approximately 95 acres).

IMPLEMENTATION MEASURES

Adoption of the 2020 General Plan will set in motion a logical sequence of specific actions to implement the goals, policies and programs of each element. In order to effectively implement the 2020 General Plan, the following implementation measures will be undertaken:

1. Comprehensive zoning update including zoning ordinance text and maps to correlate with new land use designations (See Table V-11).
2. Implementation of the Growth Management Element, including:
 - a. Development monitoring program, including annual reports to Planning Commission and City Council.
 - b. Adoption and application of performance standards to new development proposals.
 - c. Annual review of six-year Capital Improvement Plan (CIP) to implement facilities to service land uses.
 - d. Update of public utility service master plans for water, sewer and drainage.

e. Development of an annexation program coinciding with the overall phasing policies.

3. Preparation and adoption of specific plans for the following designated areas:

Northeast Community

Teal Club

Ormond Beach

Sakioka Property

Wagon Wheel

4. Correlation of circulation system and land use by:

- a. Implementation of circulation mitigation measures for already approved master plans.
- b. Implementation of the circulation improvements and phasing program specified in the Growth Management Element.

TABLE V-11

LAND USE DESIGNATION/ZONING CORRELATION

<u>LAND USE DESIGNATION</u>	<u>ZONE DESIGNATION</u>	<u>ZONE STATUS</u>
<u>Residential</u>		
Rural		New Zone
Very Low Density	R-1	Existing Zone
Low Density	R-1	Existing Zone
Low-Medium Density	R-2	Existing Zone
Medium Density	R-3	Existing Zone
High Density	R-4/CBD	Existing Zones
Mobile Home 1	MHP	Existing Zone
Mobile Home 2		New Zone
<u>Commercial</u>		
General	C-2	Existing Zone
Convenience	C-1	Existing Zone
Neighborhood	C-2	Existing Zone
Community	C-2	Existing Zone
Regional	C-2	Existing Zone
Specialized	C-2	Existing Zone
Visitor Serving	CVC	Existing Zone
Central Business District	CBD	Existing Zone
Office	C-0	Existing Zone

(continued)

TABLE V-11 (cont.)

<u>LAND USE DESIGNATION</u>	<u>ZONE DESIGNATION</u>	<u>ZONE STATUS</u>
<u>Industrial</u>		
Business/Research Park	BRP	Existing Zone
Limited	M-L, BRP	Existing Zones
Light	M-1	Existing Zone
Central Industrial Area		New Zone
Public Utility/Energy Facilities		New Zone
Priority to Coastal Dependent	CDI	Existing Zone
<u>Open Space</u>		
Agriculture		New Zone
Buffer	C-R/Varies	Existing/New Zone
Planning Reserve		Overlay Designation
Resource Protection	R-P	Existing Zone
Mineral Resources	C-R/Varies	Existing/New Zone
Parks		New Zone
<u>Other Designations</u>		
Public/Semi-Public	C-R/Varies	Existing/New Zone
Airport Compatible		New Zone
Schools		New Zone
Mixed Use		Overlay Designation

VI. Circulation Element

VI. CIRCULATION ELEMENT

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VI. CIRCULATION ELEMENT

INTRODUCTION

Government Code Section 65302(b) requires the Circulation Element to contain “the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.”

The Circulation Element has been a mandatory element of the general plan since 1955. It is not simply a street plan, but represents a comprehensive transportation plan concerned with the circulation of people, goods and resources. As such, it is closely tied to the Land Use Element; the provisions of the Circulation Element support the goals, objectives, policies and plan proposals of the Land Use Element, while in turn the Land Use Element is a reflection of a community's circulation system and the planning proposals for that system. Not surprisingly, long before any other general plan elements were mandated, state law required that the Circulation Element be correlated with the Land Use Element.¹ It also has a direct relationship with the Housing, Open Space/Conservation, Noise and Safety Elements.

¹One court has interpreted this to mean that the Circulation Element “be closely, systematically, and reciprocally related to the land use element of the plan.”

The provisions of the Circulation Element affect the City's physical, economic and social environment in several ways. The circulation system is one of the chief generators of physical settlement patterns, and its location, design and constituent modes have major impacts on air quality, plant and animal habitats, environmental noise, community appearance and other environmental components. Economic activities also require circulation for materials, products, or employees and thus the viability of the City's economy is directly affected by the Circulation Element. Finally, the circulation system has a major impact on the areas and activities that it serves, on community cohesion, and on the quality of human life. Clearly, it should be a system accessible to all segments of the population, including the disadvantaged, the young, the poor, the elderly, and the handicapped.

This needed mobility must, however, be balanced with the unavoidable impact that circulation and travel have upon the environment. This impact is illustrated most clearly in the air quality problems associated with automobile emissions. Although the issue of automobile emissions is best addressed at the Federal level, there are steps local governments can take to reduce traffic and thus emission levels. Therefore, this Circulation Element contains plans and programs that seek to limit the adverse impacts which vehicle travel in Oxnard can have on air quality.

Finally, the nature and form of the circulation system itself are determined in large part by the traffic "Level of Service" desired by the community. Level of Service (LOS) is a qualitative measure of roadway and intersection performance stated on a scale from "A" to "F," with LOS "A" representing free flow traffic and LOS "F" representing severe traffic congestion. (See **Table VI-1.**) The City of Oxnard's overall goal is to have roadways within the City operate at a minimum of LOS "C." This relatively high standard would generate the need for significant transportation improvements throughout the system. As a result this Circulation Element proposes developing a high quality freeway and arterial network supported by aggressive transit and transportation demand management programs.

Presently over 90 percent of all travel is by automobile; this level will likely continue as long as the automobile provides speed and convenience advantages. However, events beyond local influence, such as a steep increase in the cost of oil, can have a significant impact upon automobile use and the public's acceptance of alternative modes of travel. Although the possibility of such an increase does exist, this Circulation Element nonetheless assumes stable petroleum pricing and/or a continued high rate of automobile use.

While the automobile is expected to remain the mode of choice, worsening congestion and air quality will necessitate increased emphasis on transit, car-pooling, bicycling and other alternative modes of travel. Therefore, in addition to providing roadways for the existing and projected volumes of traffic, this Element includes plans and programs that seek to manage the demand placed upon the roadway network.

SETTING

A. Overview

The circulation system in and around the City of Oxnard includes several different travel modes. The City is adjacent to two airports and contains a third. The main line of the Union Pacific Railroad passes through the downtown and central industrial areas, and Oxnard is currently being considered as a potential terminal for commuter rail service to Los Angeles. Also, the Port of Hueneme, the only deep water commercial port between San Francisco and Los Angeles, is adjacent to the City. All these modes provide vital transportation services that impact the local roadway system, and either directly or indirectly compete with the automobiles and buses which travel upon it. This Circulation Element addresses all these travel modes and seeks to create a system that coordinates their operation to the greatest degree possible.

B. The Streets and Highways Network

1. Roadway and Street System

a. Functional Classification

The functional classification system used by the City of Oxnard categorizes each street according to primary function. This creates a hierarchical system as the basis for establishing standards, designing streets and selecting necessary traffic control measures. This system divides all streets and highways into the following broad categories:

- Freeways: Freeways are the major links between Ventura County and the Los Angeles metropolitan area and Santa Barbara. While originally planned to move people long distances within the State, or between states, they serve now chiefly as inter-city facilities. They provide access to the region, and also absorb some of the longer trips, relieving portions of the local street system.
- Arterials: Arterials, sometimes referred to as thoroughfares, supplement the freeway network by providing the principal facilities for traffic movement within the City and County. The function of the arterial is to distribute and collect freeway-bound traffic and to accommodate intra-city trips and other medium-distance movements. In so doing, they provide the basic transportation links between the various land uses in the City. The principal role of these streets is to move through-traffic. A secondary function is to separate dissimilar land uses. In addition, arterials provide a very limited degree of service to abutting land uses. The latter function should be reserved primarily for traffic generators of unusual magnitude.
- Collectors: Collector streets are designed to move through-traffic between local streets and arterials. They distribute and collect traffic that is generated in the areas circumscribed by the arterial system. They also provide for movement within industrial, commercial and residential areas, or connection between

adjacent land uses. Speeds on collector streets are generally low, due to pedestrian activity and the frequent access to abutting land uses.

- Local Streets: Local streets primarily provide access to abutting properties. In residential areas, these are the streets upon which houses front. It is important to eliminate through-traffic to a maximum degree. For this reason, local streets are often designed with cul-de-sacs or looped, and are designed to carry no more traffic than is required to serve abutting land uses. Travel is short and generally constitutes the beginning or end of a journey.
- Alleys: Alleys are narrow roadways providing secondary access to land uses. Generally, alleys provide access to the rear of properties and, consequently, pass through the middle of a block. Because they provide secondary access, alleys are generally no more than twenty-five feet in width. However, they should be no narrower than twenty feet, in order to provide for turning movements into abutting properties and to allow vehicles to pass one another.

In addition to classification by function, roadways are sometimes classified by volume. Volume classification dictates that a certain street width and number of lanes are needed based on observed or projected volume. This may correspond to the functional hierarchy, but not always. For example, high volumes may be found on streets serving only local functions. This situation can be anticipated through computer modeling programs, which analyze future land use. The street system may then be planned or adjusted to ensure that function and volume are in harmony.

b. Arterial Functions and Standards

The County standards for thoroughfares form an excellent basis upon which the City has developed its arterial system. The County standards not only follow the Division of Highway Select System of Streets criteria, they are also desirable criteria because they are based on modern transportation standards that ease community growth and development. These criteria must be followed, in most cases, to receive a full measure of State highway funds.

The City's standards for arterials are designed to provide for uniformity of design in existing and future incorporated areas. For this reason, there may be some differences with County standards. For example, County standards provide an emergency shoulder area, which is not required under urban conditions.

The City's recommended standard for a primary arterial is a 120-foot right-of-way. This includes two 44-foot travel ways, a 16-foot median, and two 8-foot sidewalks. The street section includes three 12-foot travel lanes and an 8-foot bike/emergency stopping lane in each direction. The approximate capacity of a primary arterial is 54,000 average daily trips (ADT); its principal function is to serve regional and intra-city trips, especially those bound for the freeway.

Secondary arterials within Oxnard are recommended to have either a 120-foot or a 96-foot right-of-way. For the 96-foot roadway, this includes a 16-foot median, two

32-foot roadways, and two 8-foot sidewalks. The street section includes two 12-foot travel lanes and an 8-foot bike lane in each direction. For both the primary and secondary arterials, the 16-foot median is recommended to provide for turning pockets, signing equipment and landscaping. The approximate capacity of a secondary arterial is 34,000 ADT; its primary function is to carry intra-city trips and provide access to residential neighborhoods and commercial/industrial districts. The recommended standard for a local arterial is a 66-foot traveled way consisting of a two-way left-turn lane and two 11-foot travel lanes with a 6-foot bike lane in each direction. This standard is most often associated with industrial and/or commercial areas where a raised median would inhibit the movement of traffic to and from abutting properties. The approximate capacity of a local arterial is 25,000 ADT; it functions as an access to abutting properties and as a route through or within districts or neighborhoods.

c. Description of Existing Roadway Systems

The existing highway and street system in the Oxnard Planning Area is illustrated in **Figure VI-1**. This section briefly discusses each of the City's major roadways that together comprise Oxnard's existing freeway and arterial system.

The City of Oxnard has two freeways that are described below.

Ventura Freeway

U.S. Route 101 (the Ventura Freeway) is the most important link between the City and the rest of Ventura County and metropolitan Los Angeles. It lies approximately two and one-half miles north of the downtown area. Although it is a north-south highway in the State freeway system, it is aligned in the east-west direction in the vicinity of the City. Within Oxnard, there are five interchanges on the Ventura Freeway; these interchanges are at Oxnard Boulevard (Route 1), Vineyard Avenue, Rose Avenue, Rice Avenue, and Del Norte Boulevard. Presently only the Vineyard Avenue interchange is fully improved.

The Route 101 freeway represents the primary regional access facility for the City of Oxnard. In general, Route 101 provides adequate capacity to accommodate existing traffic at an acceptable level of service. However, the segment of Route 101 west of Vineyard Avenue including the Santa Clara River bridge does not presently operate at an acceptable level of service. As a result, this route segment serves as a bottleneck for regional travel using the Route 101 corridor in Ventura County.

With the exception of Vineyard Avenue, the present interchanges on Route 101 in the City of Oxnard are substandard. Specifically, the Oxnard Boulevard, Rose Avenue, Rice Avenue and Del Norte Boulevard interchanges have substandard geometrics and/ or do not provide adequate capacity.

State Route 1

State Route 1, the Pacific Coast Highway (PCH), presently bisects downtown Oxnard. The roadway functions as a four-lane arterial, although some segments have been widened to six lanes. Within the City, Route 1 passes through 15 signalized intersections, including connections with State Route 232 (Vineyard Avenue) and State Route 34 (Fifth Street). In north Oxnard Route 1 joins the Ventura Freeway by means of access ramps that accommodate only southbound-to-southbound and northbound-to-northbound movements.

While these state and national routes also serve local travel, the bulk of the vehicle trips within Oxnard is carried on the City's network of arterial roadways. The relatively flat topography of Oxnard has imposed few natural obstacles to the development of a good grid system of arterial streets, sufficient to provide adequate access and circulation. In Oxnard, arterials observe an appropriate three-quarter mile spacing. However, in the northern part of the Oxnard area, the Santa Clara River forms a formidable barrier for several miles between Harbor Boulevard and the Ventura Freeway. This limits the intensity of land use on both sides of the river, and affects the timing of development in this area. The Ventura County Airport in Oxnard also interrupts north-south travel west of Ventura Road and limits the potential development of a complete three-quarter mile grid primary arterial network. Additionally, the City's secondary arterial network is affected by the Union Pacific rail line and the Central Business District; both interrupt the spacing and continuity of the secondary arterials.

GENERAL PLAN



1990 CIRCULATION

Described below, in alphabetical order, are the City's arterial roadways. It is important to note that these roadways are classified according to their function and not their design. For example, Rose Avenue is not constructed to secondary arterial standards yet it functions as a secondary arterial over much of its length.

Bard Road: This roadway presently serves as a secondary arterial from Saviers Road to Pleasant Valley Road. Bard Road provides east-west access to the City's south-central and southeast neighborhoods, and also serves as a route from the City of Port Hueneme and the Navy's Construction Battalion Center to Route 1.

C-Street: This roadway functions as a local arterial from Gonzales Road to Bard Road. Although it does not have a cross-section consistent with the local arterial standard, it functions as one carrying traffic parallel to relatively congested Oxnard Blvd.

Channel Islands Boulevard: This is a four-lane east-west thoroughfare that provides the principal access to the Channel Islands Harbor and southwest residential areas. Channel Islands Boulevard presently functions as a primary arterial from Harbor Boulevard to Saviers Road, and as a secondary arterial from Saviers Road east to Rice Avenue.

Del Norte Boulevard: This roadway, completed in 1988, provides access to Route 101 from the Northeast Industrial Area. Del Norte Boulevard functions as a secondary arterial from Route 101 to Sturgis Road, and as a local roadway from Sturgis Road south to Fifth Street (State Route 34).

Emerson Avenue: This local arterial provides access to the Channel Islands Business Center from Rose Avenue and Route 1 via Statham Blvd. East of Rose Avenue this roadway functions as a collector street for the Lemonwood Neighborhood.

Fifth Street: This thoroughfare is the principal east-west street serving the Central Business District of the City and the mid-City region on both the east and west sides of Oxnard. It is currently designated State Route 34 east of Oxnard Boulevard. Fifth Street functions as a secondary arterial except for the segments from Patterson Road to H Street and Oxnard Boulevard to Rose Avenue, which presently function as primary arterials.

Gonzales Road: This road is a main east-west thoroughfare that serves the central and north-central portions of the City of Oxnard. This roadway presently extends from Harbor Boulevard to Rice Avenue. Gonzales Road serves as a local arterial over its length except from Ventura Road to Oxnard Boulevard, where it functions as a primary arterial.

Harbor Boulevard: This street follows the shoreline extending from the City of Ventura north of the Santa Clara River at the north and terminating into Channel Islands Boulevard, providing accessibility to the beachfront area. Harbor

Boulevard is designated as a scenic drive. It functions as a local arterial north of Fifth Street and as a secondary arterial south of Fifth Street.

H Street/J Street: This roadway corridor presently functions as a local arterial from Vineyard Avenue to Channel Islands Boulevard. These roadways, however, do not have cross-sections consistent with the local arterial standard. They provide primary access to Channel Island Hospital and the Oxnard Community Center.

Hueneme Road: In addition to serving as a primary arterial west of Saviers Road, this street serves as the main east-west access route to the Port of Hueneme, the City of Port Hueneme and the Ormond Beach area.

Lombard Avenue: This roadway functions as a local arterial serving a portion of the Northeast Industrial Area.

Oxnard Boulevard: This street is one of the principal entrances to Oxnard. It is also the principal north-south access to the Central Area, and continues southerly through the "Five Points" intersection to southeast commercial and residential areas. Although its development as a commercial strip is a handicap, its location in the center of the City has led to its functioning as a primary arterial. Oxnard Boulevard is currently designated as Route 1 and the State is responsible for operations and maintenance.

Patterson Road: This local arterial, which has a gap at the Oxnard Airport, provides access to residential neighborhoods in the northwest and southwest areas of Oxnard. In addition, Patterson Road provides access to the Oxnard Airport, the City of Port Hueneme and the U.S. Navy Construction Battalion Center.

Pleasant Valley Road: This is a four-lane east-west primary arterial which is one of the major distributors of traffic to the City of Port Hueneme and to the U.S. Navy Construction Battalion Center. It also serves as an access route to the commercial Port of Hueneme. To the east of State Route 1, Pleasant Valley Road provides access to the City of Camarillo.

Rice Avenue/Santa Clara Avenue: This street provides access to the Nyeland Acres Community, the Northeast Industrial Area and the southeast residential areas. Santa Clara Avenue functions as a local arterial while Rice Avenue presently functions as a secondary arterial. Rice Avenue provides an alternative bypass route to Oxnard Boulevard for through trips.

Rose Avenue: This street is the first north-south thoroughfare east of the Union Pacific Railroad. North of Route 101 it serves the El Rio Community. South of Route 101, it serves the western portion of the Northeast Industrial Area, and the residential area south of the freeway and east of Oxnard Boulevard. As a secondary arterial, Rose Avenue also provides access to the residential area south

of Fifth Street and east of the Ventura County Railroad, to the Central Industrial Area, and to the Ormond Beach area.

Saviors Road: This primary four-lane north-south arterial provides important access from south Oxnard, Port Hueneme and the Ormond Beach area to downtown Oxnard and Route 101. It connects to Oxnard Boulevard and Wooley Road at the “Five Points” intersection.

Ventura Road: This four-lane north-south primary arterial provides access to the west side of the City. To the south, the road serves the City of Port Hueneme, the U.S. Navy Construction Battalion Center and to a lesser degree the current Hueneme Road industrial area. Ventura Road also extends north of Vineyard Avenue, and terminates in the Oxnard Town Center area.

Victoria Avenue: This is an important four-lane north-south arterial street in west Oxnard, which provides a crossing of the Santa Clara River for connection with the County Government Center in east Ventura. The southern terminus is in the Silver Strand area.

Vineyard Avenue: Vineyard Avenue acts as the important connection between Route 101 and central Oxnard via Oxnard Boulevard. Between Oxnard Boulevard and the Route 101 interchange, Vineyard Avenue is a six-lane divided facility. Northeast of Route 101, it is a secondary arterial facility. This street is also a principal entrance to Oxnard for westbound traffic on Route 101. Northeast of Route 101, it provides access to the westerly portion of the El Rio Community; southwest of Route 101, Vineyard Avenue serves the Northwest Community and the area south of the Santa Clara River and north of Gonzales Road.

Wooley Road: This is a major east-west thoroughfare that provides access to the residential community in the southwest portion of the City, to the central area of Oxnard, and to the Central Industrial Area. This road functions as a secondary arterial but is affected by presence of the rail lines of the Ventura County Railway as well as operational limitations of the “Five Points” intersection.

2. Current Traffic Volumes and Levels of Service

The quality of traffic service provided by a roadway system depends on the relationship between traffic volumes in the system and the system’s capacity, and is typically expressed in terms of levels of service (LOS). There are six levels of service, A through F, which are described on **Table VI-1**.

The results of the existing level of service analysis for the City’s existing circulation system show that using the LOS “C” criterion, deficiencies exist in the PM peak hour at the following seven intersections:

<u>Intersection</u>	<u>LOS</u>
Oxnard and Vineyard	E
Rose and US-101 NB Access Road	D
Rose and Gonzales	E
Rice and Pleasant Valley	D
Butler and Pleasant Valley	D
Oxnard/Saviers and Wooley (Five Points)	E
Ventura Road and Bard (City of Port Hueneme)	D

These intersections are identified by dots on **Figure VI-1**.

TABLE VI-1
LEVEL OF SERVICE DEFINITIONS

	Volume/ Capacity Ratio
<u>LOS A</u>	
Free flow conditions	
No motorist waits longer than one signal	0-0.60
<u>LOS B</u>	
Stable traffic flow	
Motorists rarely wait through more than one signal	0.61-0.70
<u>LOS C</u>	
Stable and acceptable flow but speed and maneuverability somewhat restricted due to higher volumes	
Motorists intermittently wait through more than one signal	
Occasional backups behind left turning vehicles	0.71-0.80
<u>LOS D</u>	
Extensive delays at times	
Some motorists, especially left turners, may wait through one or more signals, but no excessive backups	
Maneuverability restricted	0.81-0.90
<u>LOS E</u>	
Very long lines may create lengthy delay, especially for left turns	
Volume at or near capacity	
Unstable Flow	0.91-1.00
<u>LOS F</u>	
Backup from locations downstream restrict movement at	
Forced flow conditions	
Stoppage for long periods due to congestion	
Volumes drop to zero in extreme cases	1.01 or above

3. Projected Future Traffic Impacts

This section discusses future traffic demands on the City of Oxnard circulation system.

a. Traffic Analysis Methodology

One of the key components of the traffic analysis was the development of a traffic forecasting model for the City of Oxnard. This model, which accounts for future growth, land use patterns and proposed roadway improvements in the City and surrounding jurisdictions, enables land use and circulation alternatives to be examined and capacity deficiencies determined accordingly. Development of this model formed one of the major tasks of this traffic impact analysis and has resulted in a tool that can be used for ongoing traffic analysis work in the City. A more detailed discussion of the traffic analysis methodology and the City's traffic model can be found in the Transportation Analysis Technical Appendix. Recognizing the regional context of the City of Oxnard, the traffic model was developed from the regional work carried out by the County of Ventura. Hence, external and through traffic on those portions of the Oxnard circulation system that can be considered regional in nature are determined from these regional projections. At the same time, traffic forecasts in the City itself are forecast by the more community-scale modeling capability embodied in the City's traffic model.

The traffic generated by a certain type of land use is estimated by applying a representative trip generation rate to the amount of that land use in the area under consideration. The City of Oxnard Traffic Model (OTM) uses a set of such trip generation rates to calculate both peak hour and ADT trips by land use. These rates are discussed in detail in the Transportation Analysis Technical Appendix.

For traffic forecasting purposes, land use is specified according to the 197 traffic zones designated in the analysis area (a traffic zone map appears in the Transportation Analysis Technical Appendix). Application of the trip generation rates to the land use in each zone results in zonal estimates of daily and peak hour trips.

In order to establish a baseline, existing land uses for the City of Oxnard portion of the analysis area were inventoried. Additional information was then obtained from the cities of Ventura and Port Hueneme, and the County of Ventura for the remainder of the analysis area. Summaries of the existing (1986) land use and trip generation for the City, and also for the entire analysis area, by traffic zone can be found in the Transportation Analysis Technical Appendix.

b. Future Traffic Conditions

Based on the land uses authorized in the Land Use Element, growth in the City of Oxnard Sphere of Influence by 2020 is projected to add 914,000 vehicle trips per day (VPD), an increase of 105 percent over current (1986) estimated trip generation.

For the remainder of the analysis area, the estimated increase is 333,000 vehicles per day for an increase of 44 percent. The areas outside the City that contribute to increases in traffic on the analysis area circulation system include the City of Ventura, the City of Port Hueneme, and unincorporated County areas. The overall increase in trip generation for the entire analysis area is 1,247,000 VPD, or 76 percent, for the 2020 General Plan land uses. The effect on levels of service for specific roadways and intersections is discussed in more detail in the "Plan Proposals" section. For the years 1995 and 2000, the increases in vehicle trip generation are 486,700 VPD and 771,000 VPD, respectively. The complete trip generation summaries by traffic zone and land use are in the Transportation Analysis Technical Appendix.

C. Mass Transit

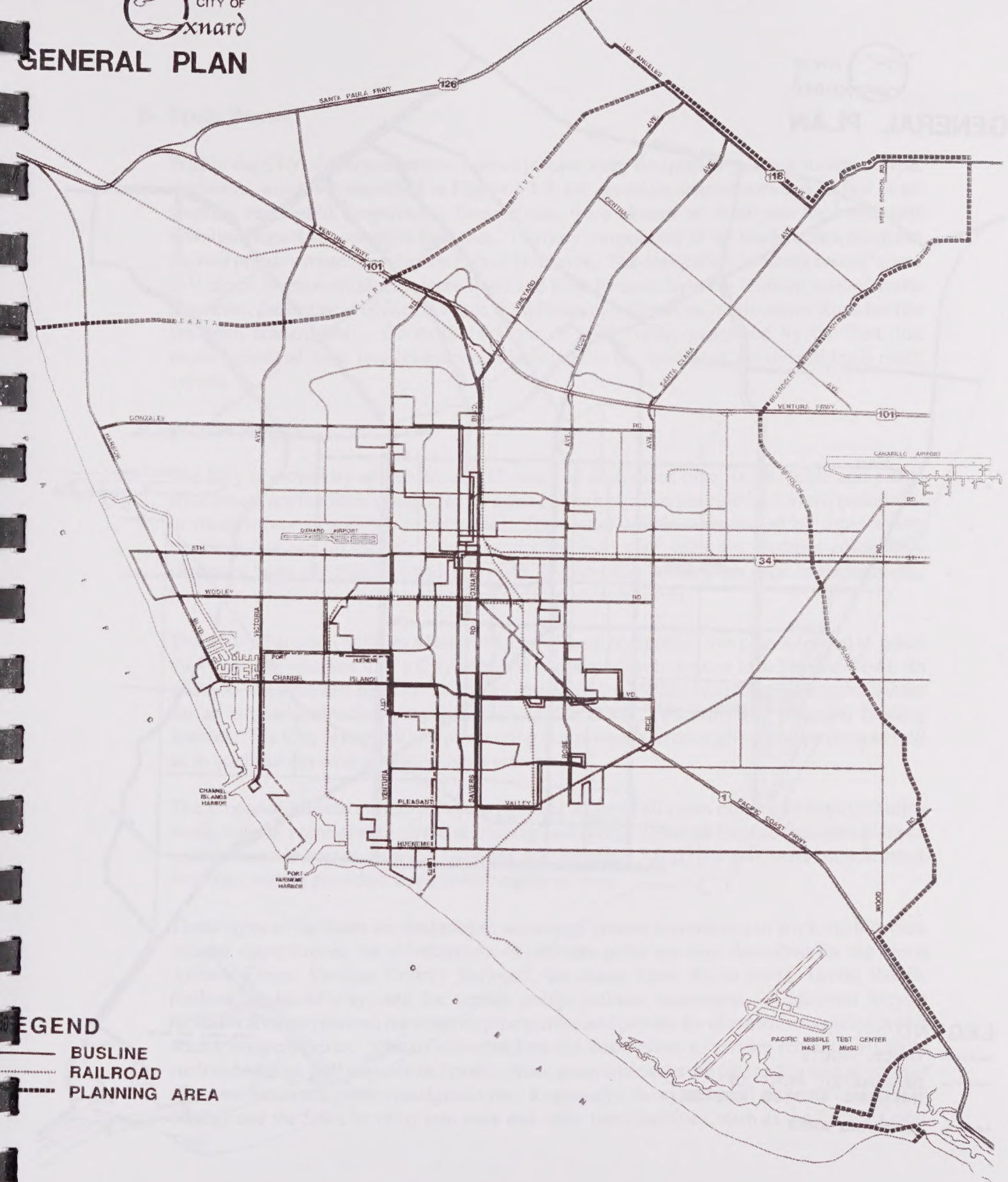
Transit service in the Oxnard area is provided by South Coast Area Transit (SCAT), created in 1973 by a joint powers merger of the Oxnard and Ventura municipal bus systems. SCAT carries approximately 300,000 passengers each year in the City of Oxnard. Studies and policy development relating to this system are part of the ongoing transit planning process. The City participates in this process, which includes both short- and long-range plans and programs. The City's present bus routes are shown on **Figure VI-2**.

While the automobile may be the predominant mode of travel in the future, it does not meet the needs of certain groups within the population. These include the poor, youth, elderly and the handicapped. Transit system studies need to consider these individuals, either to provide new service or to improve existing service. Another important focus should be on providing convenient commuter transportation to and from work.

In addition to the relative convenience of the automobile, mass transit has been further hindered by the relatively limited coverage and frequency of SCAT buses. A recently completed study of SCAT service found that SCAT was offering service equal to only half of the service level typically needed in an area such as Oxnard. As a result SCAT must spread its limited services over too large an area, which creates relatively long routes, operating at infrequent and irregular schedules.

The City also provides a "dial-a-ride" transit service for elderly and handicapped residents. The service is well utilized and provides valuable transportation for essential purposes (medical and shopping, for example). Given the general aging of the City's population, the continuation and expansion of this service is essential.

GENERAL PLAN



1990 TRANSIT ROUTES

Figure : VI-2





GENERAL PLAN



LEGEND

- TRUCK ROUTE
- DESIGNATED PORT OF HUENEME ACCESS ROUTES
- PLANNING AREA

1990 TRUCK ROUTES

Figure : VI-3



D. Truck Routes

Within the City of Oxnard certain roadways have been designated as truck routes. These roadways, which are identified in **Figure VI-3**, are generally arterial streets with few or no abutting residential properties. These routes were chosen to minimize the noise and vibration impacts on sensitive land uses. Two key components of the truck route system are the two primary routes serving the Port of Hueneme. The designated 'western access' route is Victoria Avenue while Hueneme Road and Rice Avenue form the 'eastern access' route (however, the segment of Rice Avenue from Pleasant Valley Road to Hueneme Road has not yet been constructed). Given the volume of truck traffic generated by the Port, the improvement of these two access routes is critical to the success of the overall truck route system.

E. Bicycle Routes

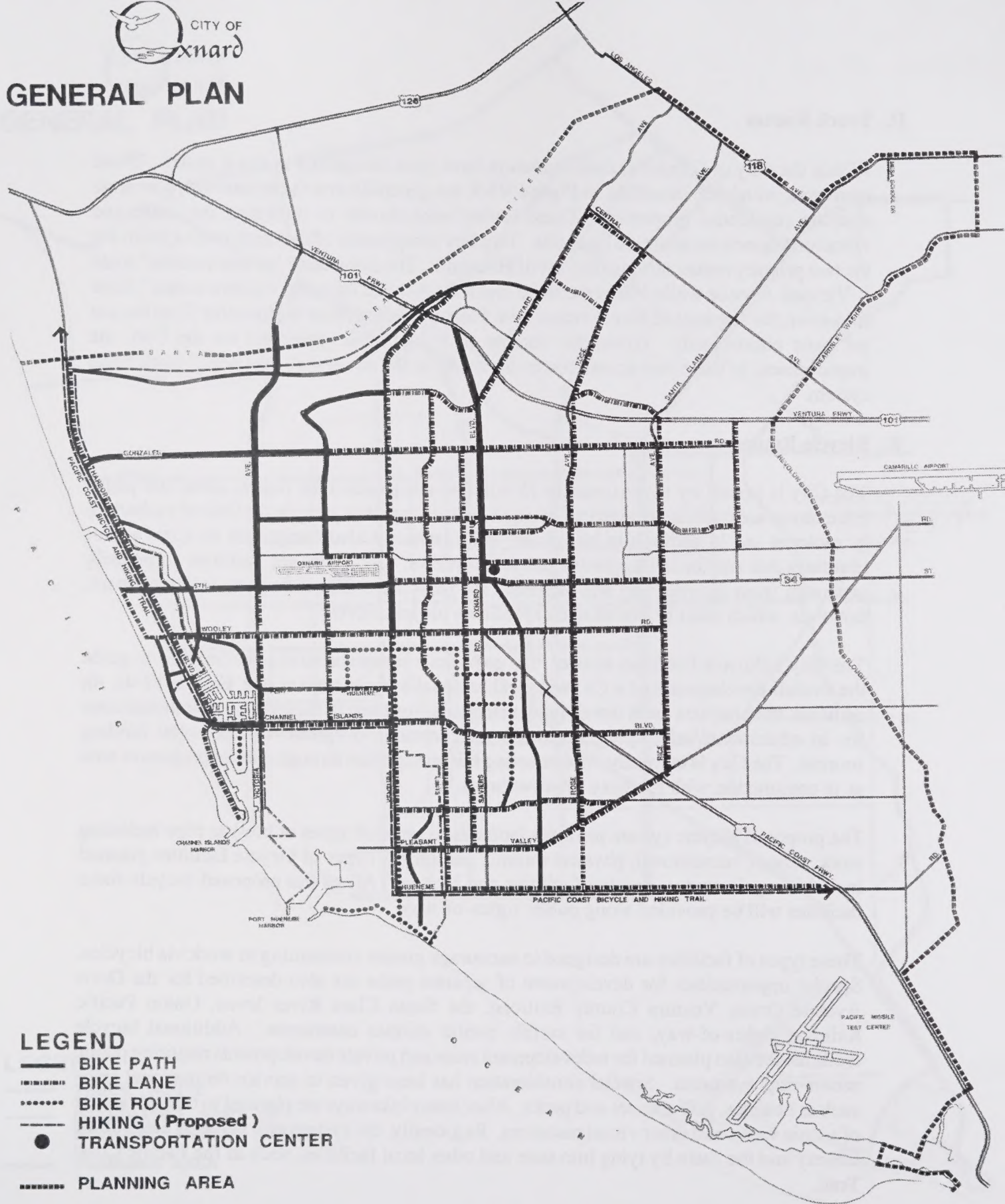
The City is served by approximately 15 miles of designated bike routes, lanes and paths. Bike routes are facilities designated by signs or markings that provide for limited pedestrian or motorist use in addition to bicyclists. Bike lanes are also designated by signs and/or markings but are for the exclusive use of bicyclists; bike paths are facilities completely separated from the roadway and expressly for bicyclists. There are gaps in the network, however, which must be completed to facilitate bicycle travel.

The City's Bicycle Facilities Master Plan provides a comprehensive plan intended to guide the overall development of a Citywide and regional bicycle system (see **Figure VI-4**). In addition, the plan sets forth development standards for bicycle facilities, recommendations for an educational/safety program, traffic enforcement, programs and potential funding sources. The City is currently implementing this master plan through special projects as well as in conjunction with roadway improvements.

The proposed bicycle system provides facilities to serve all types of bicycle trips including work, school, recreational, physical training and sport. Types of bicycle facilities planned include bicycle routes, parking facilities and lockers. All of the proposed bicycle route facilities will be provided along public rights-of-way.

These types of facilities are designed to encourage greater commuting to work via bicycles. Special opportunities for development of separate paths are also described for the Doris Avenue Drain, Ventura County Railroad, the Santa Clara River levee, Union Pacific Railroad rights-of-way, and for certain public utilities easements. Additional bicycle facilities are also planned for redevelopment areas and private developments requiring public access improvements. Special consideration has been given to service recreational areas such as beaches, golf courses and parks. Also, many bikeways are planned to take advantage of scenic views and other visual resources. Regionally, the system will serve all areas of the County and the State by tying into state and other local facilities, such as the Pacific Coast Trail.

GENERAL PLAN



F. Pedestrian Routes

Within the City of Oxnard, as in virtually all Southern California cities, pedestrian travel constitutes a very small portion of total urban travel. Nonetheless, providing for safe and efficient pedestrian travel is essential. Providing sidewalks and paths will become even more important in the future as the population of the City increases. Therefore, the City will continue to provide pedestrian facilities within and between residential neighborhoods and commercial and industrial areas. This is especially important in those parts of the community where sidewalks are not currently provided, such as along Oxnard Blvd., Pleasant Valley Road, and Vineyard Avenue. Planned new residential developments will need to recognize and provide for pedestrian movement.

G. Transportation Terminal

The Oxnard Transportation Center, located at Fourth Street and Meta Street (see **Figure VI-5**), is a spacious and modern rail station that provides connections to local transit service. The Center functions as a hub for the local transit operator and inter-city bus services, and is served by two round-trip Amtrak trains each day (the Coast Starlight and one San Diegan train.) The parking lot is currently adequate for moderately increased usage as a commuter station. Any significant increases in rail passenger service will require the construction of additional parking facilities.

H. Railroads

Several passenger and freight railroad lines serve the City. There are approximately 41 railroad crossings in the City of Oxnard. The City's railroad lines are depicted on **Figure VI-2** and described below.

1. Amtrak/Metrolink

Passenger service, provided by Amtrak and Metrolink, is presently scheduled eight times a day in each direction, and may be increased. Oxnard is the most heavily used station on the line between Santa Barbara and Los Angeles. Amtrak offers access to lines terminating in Los Angeles as well as to the Bay Area and northwest via the Union Pacific Coast Line. Oxnard is the western terminus of the Ventura County Metrolink commuter line into Los Angeles Union Station.

2. Union Pacific Railroad

The City of Oxnard is served by the Union Pacific Railroad (UPRR) coast main line. Present freight service levels (approximately eight through freight trains plus local service) are expected to continue.

The UPRR is both an asset and a liability to the City. While it does provide for service to local freight customers, it also divides the community and exposes residents to 7.4 miles of rail line that creates noise, grime and dust, and visual pollution. Most important, the UPRR right-of-way creates a barrier across the City that, because of limited crossings, restricts the flow of traffic. Traffic is interrupted not only by rail

movements but also by the proximity of the rail crossings to major intersections along Oxnard Boulevard and Fifth Street.

3. Ventura County Railroad

The Ventura County Railroad (VCRR) also serves the Oxnard Planning Area. It is particularly important to customers of the Port of Hueneme as well as the U.S. Navy Construction Battalion Center. Because of the type of equipment and operating standards, this railroad has far less impact on the community than does the main line Union Pacific Railroad. The VCRR does however complicate traffic movement along Wooley Road, especially at the "Five Points" intersection.

I. Airports

The relationship of airport planning to surrounding land uses is very important. Existing and potential noise and hazard effects, as well as the traffic impacts from airport and adjacent development, need to be evaluated to determine the most compatible organization and intensity of land use. Together with the City, planning for airports and their environs is the responsibility of the Ventura County Transportation Commission (VCTC), which functions as the State-mandated Airport Land Use Commission (ALUC). Such planning efforts are especially important around existing airports, because the current lack of a regional airport in Ventura County will generate increased pressure to expand existing facilities.

1. Oxnard Airport

The Oxnard Airport lies west of the Central Business District, in an area generally bounded by Teal Club Road to the north, Ventura Road to the east, West Fifth Street to the south and Victoria Avenue to the west. The airport is located in the vicinity of several residential neighborhoods as well as the former Oxnard High School campus, and is presently being pressured by urban development, especially to the south. Airside facilities at the 216-acre airport include an east-west runway, 56,100 square feet of hangar space with the capacity to store 100 aircraft, and a tie-down area with the capacity to store 140 aircraft. Landside facilities on the airport property consist of a passenger terminal of approximately 10,000 square feet and a paved parking lot with a capacity of 360 cars. There is increased consciousness in the City regarding the safety and noise implications of the airport. Consequently, there is a desire to limit the number of flights and types of aircraft allowed.

The airport is currently operated as a commuter service airport. A commuter service airport is an airport that is not served by a certified air carrier, but is served by one or more commuter airlines. Typically, general aviation airports are non-FAA certified, or do not experience State certified air carrier or military operations. The Oxnard Airport, however, is presently FAA certified and has experienced air carrier operations. Under this status, the Oxnard Airport can accommodate turboprop aircraft. Because of the runway thickness and length, aircraft over 53,000 pounds (dual wheeled) are not allowed. Business jets that are below subject limits are allowed.

The future role of the Oxnard Airport depends largely upon the land uses adjacent to the facility and within noise and safety impact areas. Although it is possible to mitigate the

impact of the airport (for example, restrict the hours of operation) or mitigate noise levels within proposed developments (for example, require noise resistant building techniques and materials) it is impossible to avoid completely the conflicts between the airport and other land uses. As described in more detail in Chapter III (Regional Planning Framework) of this 2020 General Plan, the County Airport Master Plan supports limiting expansion of the airport.

2. Camarillo Airport

The Camarillo Airport is located to the east of the City just outside the Planning Area. Presently, the Camarillo Airport is limited to business and private airplanes, with no scheduled airlines or military aircraft. However, in comparison to Oxnard Airport, more extensive commercial airport development may be anticipated at the Camarillo facility because it is closer to major transportation routes and has less surrounding urban land uses. Also, Camarillo Airport's runway is capable of carrying 115,000 pound aircraft. The eventual manner of operation of the Camarillo Airport depends on future policy decisions by the City of Camarillo and Ventura County.

3. Point Mugu Naval Air Station

The Point Mugu Naval Air Station is located southeast of Oxnard between the Coast Highway and the Pacific Ocean, and is included in the Oxnard Planning Area. The facility's primary mission is to provide support to the activities of the Pacific Missile Test Center also located at the base. The California Air National Guard also maintains an adjacent base that shares the air station runways. Although no commercial air service is provided at Point Mugu NAS, a SCAG regional air service study found that joint uses as well as the construction of a separate, parallel commercial runway and airport adjacent to Point Mugu was feasible. The possibility for such a facility should be considered in the planning efforts related to potential development in the Ormond Beach area.

J. Water Transportation

1. Port of Hueneme

The Port of Hueneme is the only major deep water commercial harbor between Los Angeles and San Francisco. It is operated by the Harbor District, which has taxation boundaries extending from the cities of Ventura on the west to Thousand Oaks on the east. The Port is approximately three miles southwest of downtown Oxnard, and approximately one mile west of the Ormond Beach area. It is served by rail through the facilities of the Ventura County Railroad, with connections to the Union Pacific main coastline railway.

Access to the Port of Hueneme was the subject of a recently completed study by the Southern California Association of Governments. The study concluded that the port should be served by two designated routes from U.S. Route 101; the west route would be via Victoria Avenue while the east route would be via Rice Avenue and Hueneme Road. These routes were endorsed by the cities of Oxnard, San Buenaventura and Port Hueneme.

Although located wholly within the City of Port Hueneme, the impact of the port's future development upon the City of Oxnard will be enormous. There has been a dramatic increase in tonnage handled since the expansion and improvement of its facilities in 1972. This increase has led to another expansion program, which is currently underway.

Material in support of offshore oil activity moves through the port to production sites in the Santa Barbara Channel. Numerous other products, such as automobiles and produce, are shipped into and out of the port. As manufacturing increases in the Oxnard area, manufactured goods are expected to become an increasingly significant part of the port's total cargo movement.

2. Channel Islands Harbor

Channel Islands Harbor is a regional facility oriented toward recreational boating and related commercial activities.

Lack of control of development in the harbor is a concern to the City of Oxnard. County policies adopted in 1963 give boating and revenue-producing facilities priority over general public facilities. By agreement, only the land portions of the harbor area are in the City of Oxnard, the County of Ventura owns the harbor itself. Those areas in the City are now subject to City planning and zoning authority, however, based on the provisions of the Coastal Act of 1976. The Coastal Act requires such planning and zoning to broaden the functions of the harbor.

FINDINGS

1. The City of Oxnard has established a relatively efficient grid system for the City's arterial street network; however, certain intersections are currently operating below LOS "C."
2. Significant commercial, industrial and residential growth planned for the City in the future will generate increasing volumes of traffic that must be considered in transportation planning.
3. Regional destinations close to the City -- Pt. Mugu, Port Hueneme, U.S. Navy Construction Battalion Center, and Channel Islands Marina contribute significantly to cumulative traffic impacts on the City roadways network but do not contribute "fair-share" funding to City circulation improvements.
4. Privately owned railroad tracks are a constraint to the further development and efficient functioning of the grid system.
5. The Ventura Freeway in the City of Oxnard is connected to local streets with substandard interchanges at Rice Avenue, Rose Avenue, and Oxnard Blvd. It suffers from inadequate capacity on the Santa Clara River Bridge.
6. The City has an adopted network of truck routes designed to provide adequate access to commercial and industrial areas while minimizing travel in residential or downtown

areas; however, certain segments remain incomplete, including the segment of Rice Avenue from Pleasant Valley Road to Hueneme Road.

7. The City needs to reduce dependency on automobile travel since Ventura County is an air quality non-attainment area for Ozone pollution, and nearly half of all ozone precursor emissions in Ventura County are generated by motor vehicles.
8. The City needs to coordinate Transportation Demand Management (TDM) activities for new and existing development.
9. One of the main thoroughfares in the City (Oxnard Boulevard) is a state-owned facility that is not directly operated by the City of Oxnard, and directs too much regional traffic through the center of the City.
10. There is a potential for airport-related accidents in residential areas, including the Oxnard High School, which is located in the flight path of the Oxnard Airport.
11. Increases in air service at the Oxnard Airport will exacerbate existing problems; there is a need for a regional airport in Ventura County.
12. The present transit system is not adequate to meet the needs of Oxnard residents and of those who work in the City.
13. There is a lack of facilities necessary to make the bicycle an attractive means of transportation in the City.
14. Certain streets within the City lack adequate sidewalk and other pedestrian facilities.
15. Although the intermodal center has capacity to accommodate limited increases in train service, such increases in service could create limited conflicts at some of the City's 42 at-grade railroad crossings.

DEVELOPMENT POLICIES

A. Goals

1. A transportation system that supports existing, approved and planned land uses throughout the City while maintaining a level of service "C" on all streets and at all intersections.
2. A public transportation system that serves the needs of residents and workers of Oxnard.
3. A regional airport in Ventura County capable of commercial air carrier service.

B. Objectives

1. Minimize conflicts between automobiles, bicycles and pedestrians.

2. Reduce congestion at major intersections within the City of Oxnard.
3. Minimize vehicle miles traveled.
4. Improve access to the Port of Hueneme and the Ventura Freeway.
5. Achieve a level of service "C" on all City roads where feasible, subject to necessary environmental review.
6. Reduce dependency on automobile use for travel needs and increase the use of alternative forms of transportation as a means of reducing energy consumption and vehicle emissions.
7. Increase transit ridership through improved local transit service.
8. Develop street designs, install signals and signs, and remove unnecessary all-way stops to minimize interruption in traffic flow.
9. Provide a Citywide system of safe, efficient and attractive bicycle routes for commuter, school and recreational use.
10. Increase public transportation service to areas of high utilization, such as military bases, commercial centers, business and industrial parks, and other work areas.

C. Policies

The Circulation Element policies are intended to guide the City so that both governmental and private activities contribute to meeting the goals and objectives of the Circulation Element. As such, the policies act as the linkage between the broader goals and objectives and the specific implementation programs.

Level of Service

1. Where environmentally feasible, all intersections in the City of Oxnard should operate at Level of Service "C," with the exception of Oxnard Blvd. (State Route 1), which will experience higher levels of congestion until a bypass expressway is constructed.
2. Transportation system improvements shall be based on credible growth projections using the City's new transportation model.
3. The City shall utilize the City-wide traffic model in connection with the Growth Management Program project evaluations to determine the traffic impacts of proposed developments in order to assist in developing appropriate mitigation measures.
4. The street improvement plans of new residential developments shall avoid geometric designs that encourage through vehicular traffic.

5. A program of traffic signal interconnection and computerization shall be implemented to improve traffic progression and the monitoring and maintenance of the City's traffic signals.
6. The City shall implement a program that will eliminate all unwarranted four-way stop intersections.
7. Streets shall be constructed to their ultimate width and network gaps shall be closed whenever possible.
8. Where discretionary development within the City will, either individually or cumulatively with other new or anticipated development, cause the level of service of a County-maintained road or intersection located outside the City but within the City's Area of Interest to drop below the County's adopted minimum level of service for that road or intersection, the development shall be conditioned to contribute its share of the total estimated cost of improvements needed to restore the level of service to such minimum acceptable level. The development's share of such cost shall bear the same ratio to the total estimated cost as the additional traffic that the development will contribute to the road or intersection bears to the total additional traffic that it and other new or anticipated development will contribute cumulatively to the road or intersection. This policy shall apply only during such time as the County has adopted a formal Countywide policy imposing similar requirements with respect to discretionary development in other cities that affect County roadways and in unincorporated areas that would affect the level of service of City-maintained roads or intersections.

TDM Policies

9. New office and light industrial developments shall be encouraged to include amenities such as banking, postal, child care and eating facilities in an effort to reduce the number and length of vehicle trips by employees.
10. The City shall develop and adopt a Transportation Demand Management (TDM) ordinance to encourage new and existing employers of 25-50 employees, and employment centers to reduce the number of single occupant work trips.
11. The City shall develop and implement a TDM program for its own employees.
12. Employment generating developments shall be encouraged to provide incentives to employees to utilize low-pollution alternatives to the conventional automobile, specifically walking, bicycles, car pools, vanpools and buses.
13. The City shall adopt standards for and encourage mixed residential and nonresidential uses in office and commercial zones.
14. The City shall continue to support State and national legislation directed at encouraging the use of car pools and vanpools, and adopting more stringent standards for vehicle emissions.

15. The City will continue to support the Ventura County Air Pollution Control District in its efforts to implement transportation demand management strategies, such as Rule 210.

Transit Services

16. The City will continue to improve transit services, including direct, regular, commuter-oriented routes to and within high employment areas.
17. Proposed developments shall be required to include transit facilities, such as bus benches, shelters, pads or turnouts, where appropriate, in their improvement plans.
18. Programs aimed at enhancing the mobility of elderly and handicapped residents, such as the operation of the Oxnard Mini-Van, the installation of handicapped ramps and the funding of SCAT, shall continue to be implemented and expanded wherever feasible.
19. The City shall encourage improved rail passenger service to achieve more efficient energy usage and reduce vehicle emissions.
20. The City shall continue to fund local transit system programs and improvements.

Freeway Bypass

21. The City will continue to work with Caltrans to develop a Route 1 bypass along Rice Avenue.
22. New developments abutting Rice Avenue shall take access from roadways other than Rice Avenue so as to facilitate the development of a Route 1 freeway along the corridor.
23. The City will continue to work with Caltrans to construct interchange improvements on the Ventura Freeway at Oxnard Blvd., Rose Avenue, and Rice Avenue.

Truck Access

24. The Rice Avenue extension (from Route 1 to Hueneme Road) shall be constructed as soon as feasible to provide improved truck access to the Port of Hueneme.

Bicycle & Pedestrian Facilities

25. The City shall continue to implement construction of the bicycle network.
26. Plans for bicycle and pedestrian facilities shall give priority to providing continuity and closing gaps in the bike path and sidewalk network.
27. Where appropriate, proposed developments shall be required to include bicycle paths or lanes in their street improvement plans.
28. The City shall require the installation of sidewalks with all new roadway construction and significant reconstruction of existing roadways.

29. Public sidewalks (within the dedicated public right-of-way) shall be required on both sides of City streets in all types of future development.
30. The City shall require the installation of handicapped ramp curb-cuts with all new roadway construction and significant reconstruction of existing roadways.
31. Pedestrian and bicycle paths shall be constructed between employment centers and contiguous residential areas.

Airports

32. The City should support the location of a regional airport in Ventura County capable of air carrier service.
33. Oxnard Airport should remain as a general aviation facility (operated as a commuter service airport) and operating levels should not be increased.
34. Land uses adjacent to Oxnard Airport should be restricted as set forth in the Land Use Element in order to reduce potential noise and safety problems.
35. If the airport within the Pt. Mugu facility is declared surplus, or made available on a shared basis, the City should promote use of this facility as an air carrier airport.

D. Plan Proposals

The proposed Circulation Element roadway system was the product of a lengthy traffic modeling process. The traffic model allowed for a comprehensive evaluation of traffic impacts and the development of a system that could adequately accommodate the traffic generated by the land uses in the 2020 General Plan. Thus, the proposed circulation network is designed to operate at an overall Level of Service "C" in the year 2020.

The proposed 2020 General Plan circulation system is shown in **Figure VI-5**. A complete list of the specific roadway improvements is presented on **Table VI-2**. **Table VI-3** lists roadway projects that have been completed since 1986 (baseline) or which are currently under construction.

TABLE VI-2
CIRCULATION SYSTEM IMPROVEMENTS

ROADWAY	(1986) EXISTING CONDITIONS	PROPOSED IMPROVEMENTS	2020 CONDITION
C Street	Local Arterial (two lanes) for its entire length; minor widening at some intersections.	Relatively minor widening and channelization at some intersections.	Will function as secondary arterial (four lanes) during peak hours with parking limits.
Channel Islands Blvd.	Secondary Arterial (four lanes) from Harbor to Route 1; local arterial from Route 1 to Rice.	Widen to six lanes from Peninsula to Ventura; widen to four lanes from Route 1 to Rice.	Primary arterial from Peninsula to Ventura; secondary arterial from Ventura to Rice.
Colonia Rd.	Local arterial from Oxnard Blvd. to Rice Ave.; segment east of Oxnard Blvd. functions as a collector.	Construct extensions from Oxnard Blvd. to west of Rice Ave., and from Rice Ave. to Del Norte Blvd. and widen.	Primary arterial (six lanes) from Oxnard Blvd. to Del Norte Blvd.
Del Norte Blvd.	Two-lane road from Sturgis Rd. to Fifth Street.	Construct new arterial from Route 101 to Sturgis Road; widen existing road.	Primary arterial (six lanes) from Route 101 to Colonia Rd; secondary arterial for remainder.
Rose Ave.	Local arterial (two lanes) north of Route 1; secondary arterial south of Route 1.	Major widening over entire length; new interchange at Route 101; new intersection at Route 1; construct extension to Hueneme Road.	Local Arterial (two lanes) north of Stroube St.; primary arterial from Stroube St. to Pleasant Valley Rd.; secondary arterial south of Pleasant Valley Road.
Saviers Rd.	Secondary arterial over entire length.	Major widening impacts at Channel Islands Blvd.; parking removal.	Primary arterial over entire length.
Ventura Rd.	Secondary arterial over entire length.	Major widening over entire length, some	Primary arterial over entire length.

ROADWAY	(1986) EXISTING CONDITIONS	PROPOSED IMPROVEMENTS	2020 CONDITION
		intersection impacts.	
Victoria Ave.	Local arterial (two lanes) from Olivas Park Dr. to Gonzales Rd.; secondary arterial south of Gonzales Rd.	Major widening over entire length; widen Santa Clara River Bridge; construct flyover structure.	Primary arterial over entire length with grade separation at Gonzales Rd.; local arterial south of Channel Islands Blvd.
Vineyard Ave.	Local arterial (two lanes) from Ventura Rd. to H St.; secondary arterial from H. St. to Oxnard Blvd.; primary arterial from Oxnard Blvd. to Route 101; secondary arterial north of Route 101.	Widen along entire length; construct extension to Patterson Rd.; parking removal.	Primary arterial from Ventura Road north; secondary arterial from Ventura Rd. to Patterson Rd.; State Route 232 designation removed.
Wooley Rd.	Secondary arterial from Victoria Ave. to Oxnard Blvd.; local arterial (two lanes) from Oxnard Blvd. to Rice Ave.	Widening along entire route; construct extension from east of Victoria Ave. to Harbor Blvd., including bridge over Edison Canal.	Secondary arterial from Harbor Blvd. to Patterson Rd.; primary arterial from Patterson Rd. to Pacific Ave.; secondary arterial from Pacific Ave. to Rice Ave.
Via Del Norte		Construct new roadway	Secondary arterial
Doris Ave.	Collector road.	Widening between Patterson Rd. and Ventura Rd.; parking limitations.	Secondary arterial from Patterson Rd. to A Street; local arterial from Victoria Ave. to Patterson Rd.
Teal Club Rd./ Second St.	Collector/local arterial road.	Widening between Patterson Rd. and Ventura Rd.; parking limitations.	Secondary arterial from Patterson Rd. to Oxnard Blvd.; local arterial from Victoria Ave. to Patterson Rd.
Third St.	Local arterial from Oxnard Blvd. to Rose Ave.	Widening and channelization.	Secondary arterial from Oxnard Blvd. to Rose Ave.

ROADWAY	(1986) EXISTING CONDITIONS	PROPOSED IMPROVEMENTS	2020 CONDITION
Sturgis Rd.	Two-lane "rural" roadway.	Widen from Elevar St. to east of Del Norte Blvd.	Secondary arterial from Elevar St. to east of Del Norte Blvd.
Fifth St.	Local arterial (two lanes) for entire length except secondary arterial from Oxnard Blvd. to Pacific Ave.	Widening and intersection improvements over entire length.	Secondary arterial Harbor Blvd. to Oxnard Blvd. and Elevar east; primary arterial Oxnard Blvd. to Elevar Street.
Gonzales Rd.	Local arterial (two lanes) from Harbor Blvd. to Patricia St. and from Oxnard Blvd. to Rice Ave.; secondary arterial (four lanes) from Patricia St. to Oxnard Blvd.	Major widening over entire length; construct extension from Rice Ave. to Del Norte Blvd.; construct flyovers at Victoria Ave., Oxnard Blvd. and Rose Ave.	Secondary arterial from Harbor Blvd. to Victoria Ave.; primary arterial from Victoria Ave. to Del Norte Blvd.
Harbor Blvd.	Secondary arterial (four lanes) from Channel Islands Blvd. to Fifth St.; local arterial (two lanes) from Fifth St. to Olivas Park Dr.	Major widening from Fifth St. to Santa Clara River, including new bridge structures.	Secondary arterial from Channel Islands Blvd. to Fifth St.; primary arterial from Fifth St. to Olivas Park Dr.
H Street/ J Street	Local arterial (two lanes) over entire length.	Minor widening or channelization at selected intersections; construct extension north of Vineyard	Local arterial function will continue; peak hour parking limits will allow four lanes during peak traffic.
Hueneme Rd.	Local arterial (two lanes) except for secondary arterial (four lanes) section from J Street to Saviers Road.	Widening over entire length, including some structures.	Secondary arterial over entire length.
Lombard Ave.		New roadway construction.	Secondary arterial from Gonzales Rd. to Fifth Street; local arterial from Fifth St. to Wooley Road.

ROADWAY	(1986) EXISTING CONDITIONS	PROPOSED IMPROVEMENTS	2020 CONDITION
Oxnard Blvd.	Secondary arterial over entire length.	Widening and restriping over entire length; major reconstruction and rerouting at 5 points and at Pleasant Valley Rd.; extension into Town Center via new interchange on Route 101.	Primary arterial from Vineyard Ave. to Third St.; secondary arterial from Third St. south; primary arterial in Town Center area; grade separation at Gonzales Rd.
Patterson Rd.	Local arterial over entire length in Oxnard; secondary arterial in Port Hueneme south of Hemlock St.	New roadway construction north of Doris Ave.; widening south of Doris Ave. to Hemlock St.	Secondary arterial over entire length from Vineyard Ave. to Channel Island Blvd.; break in road at airport remains.
Pleasant Valley Rd.	Secondary arterial from Ventura Rd. to Bard Rd.; local arterial (two lanes) east of Bard Rd.	Widening over entire length; major work in area of Route 1/Rice Ave.	Primary arterial from Ventura Rd. to Route 1; secondary arterial east of Route 1.
Rice Ave./ Santa Clara Ave.	Local arterial (two lanes) north of Fifth St.; secondary arterial south of Fifth St.	Widen over entire length; construct grade separations at Gonzales Rd. and Fifth St.; construct Route 101, Colonia Road and Route 1.	Secondary arterial north of Via Del Norte; freeway from Route 101 to Fifth St.; 6-lane express-interchanges at way from Fifth St. to Pleasant Valley Rd.; secondary arterial from Route 1 to Hueneme Road.; Rice Avenue to be designated Route 1; Santa Clara Ave. to be designated Route 232.



GENERAL PLAN



LEGEND

- FREEWAY
- PRIMARY ARTERIAL (6 LANE)
- SECONDARY ARTERIAL (4 LANE)
- LOCAL ARTERIAL (2-4 LANE)
- FREEWAY INTERCHANGE
- LEVEL OF SERVICE AT L.O.S."D" OR WORSE
- ▬ PLANNING AREA

Figure : VI-1



1990 CIRCULATION

**TABLE VI-3
ROADWAY PROJECTS COMPLETED SINCE 1990**

1. Colonia Rd.	Primary arterial from Lombard to Rice (completed) Primary arterial from Rice to Del Norte (completed)
2. Del Norte Blvd.	Primary arterial from Route 101 to Sturgis (completed)
3. Fifth Street	Portions of secondary arterial from Victoria to Ventura (completed)
4. Gonzales Rd.	Portions of primary arterial from Rose to Rice (completed)
5. H Street	Segment of extension north of Vineyard (completed)
6. Lombard Ave.	Secondary arterial from north of Fifth to Colonia (completed)
7. Patterson Rd.	Secondary arterial from Doris to Vineyard (completed)
8. Rice Ave.	Primary arterial from Route 101 to Fifth (under construction)
9. Via Del Norte	Secondary arterial from Rose to Rice (completed)

IMPLEMENTATION MEASURES

A. Overview of Main Components of the Implementation Program

The implementation program for the Circulation Element has three main components. These components are discussed briefly below and then presented in detail in the following sections.

- **Correlation of Circulation Improvements and Land Use:** The correlation of circulation and land use is achieved on a long-term basis by identifying a year 2020 circulation system that will provide sufficient transportation system capacity to serve the intensities of development allowed pursuant to the Land Use and Growth Management Elements. On a shorter term basis, land use and circulation are correlated by requiring phasing plans for all large-scale projects and by integrating specific circulation improvements in the Five-Year Development Plans and Project Consistency Review programs under the Growth Management Element.
- **Comprehensive Circulation System Funding Program:** Provisions are made for updating the City's present Circulation Improvements Program to reflect the year 2020 buildout needs. Funding sources include development/ transportation fees, assessment districts and state and federal funds. This program presently identifies the City's role in both regional and local street funding programs, and the update will continue to identify the City's share of such funding needs. Additionally, the City will continue to work with adjacent jurisdictions and regional destinations contiguous with the City (including

Channel Islands Marina, the Pt. Mugu Naval Air Station, Port Hueneme and the U.S. Navy Construction Battalion Center in Port Hueneme) to develop funding programs that reflect the role these entities play in generating traffic impacts on streets within Oxnard. Conversely, this cooperative effort will determine more specifically the role Oxnard plays in generating traffic impacts on streets outside the City. This program could lead to the type of roadway improvement agreements described in the County's General Plan.

- Transit and Transportation Demand Management Programs and Strategies: Specific implementation measures and long-term programs have been identified. These programs are directed toward reducing peak hour traffic through programs aimed at encouraging the use of alternative commuting modes.

B. Correlation of Circulation Improvements and Land Use

1. Specific Circulation Improvements

The intensities and locations of development provided for in the Land Use Element have been correlated with circulation improvements necessary to serve them. With respect to year 2020 intensities of development, a specific set of circulation improvements has been identified by location (see **Figure VI-5**) and by specific type of improvement (see **Table VI-2**).

The proposed 2020 General Plan roadway network consists of a comprehensive system of primary and secondary arterial roadways and improvements to freeway interchanges. It assumes roadways in the adjacent unincorporated area will be constructed to the width identified in the County General Plan. One exception to the County's program, however, is the City's proposed development of Vineyard Avenue as a primary arterial north of Route 101. The City's traffic analysis indicates that the increase in regional traffic is such that a six-lane facility, rather than a four-lane roadway is needed along this corridor by the year 2020.

There are two particularly significant elements to the proposed roadway network. First, this system includes the construction of "flyover" structures on Gonzales Road at Victoria Avenue, Oxnard Blvd., and Rose Avenue. The flyovers create a grade separation between the roadways at these intersections and thus eliminate the conflicts between the through movements. The design would require the construction of an overpass structure with two signalized intersections on either side of the flyover. While these structures require a greater amount of right-of-way and are relatively costly to construct, they are required if the intersections are to operate at an acceptable level of service.

The other significant element of this system is the relocation of Route 1 to Rice Avenue (between Pleasant Valley Road and Route 101) and partial development of the roadway as an access-controlled freeway. The City has been working with Caltrans for several years to develop a Route 1 east-side bypass. As currently proposed, the development of Rice Avenue will occur in a phased manner. Initially, the Rice Avenue interchanges at both Route 101 and Route 1 will be reconstructed and the Route 1 designation will be moved from Oxnard Blvd. to Rice Avenue (prior to the year 2000). The second phase

will consist of the complete development of Rice Avenue as a six-lane arterial expressway. The third phase will involve the upgrading of the roadway to full freeway status from Route 101 to just south of Fifth Street. This includes the construction of grade separations at Gonzales Road and at Fifth Street, a partial cloverleaf interchange at Colonia Road, and a freeway-to-freeway interchange at Route 101. The final phase, which will not be required until after 2020, will be the upgrading of the remainder of Rice Avenue to an access-controlled freeway.

This new Route 1 facility will divert to the Rice Avenue corridor those regional through trips currently passing through downtown Oxnard. Additionally, the facility will provide access to the City's developing Northeast Industrial Area as well as improved regional access to Route 101 for the City of Port Hueneme, the Port of Hueneme, the U.S. Navy Construction Battalion Center, the Ormond Beach area, and the Point Mugu Naval Air Station. The City will work with these entities to develop an equitable funding program for the necessary roadway improvements.

In association with the proposed relocation of Route 1, Route 232 will be relocated from Vineyard Avenue to Santa Clara Avenue. Relocation of Route 232 in this manner is consistent with the State's adopted Route 232 freeway, which would extend from Route 118 south to Route 101 where it would connect to a relocated Route 1. Although the relocation of Route 232 is included in this 2020 General Plan, the traffic analysis indicates that a freeway facility will not be needed along this corridor prior to the year 2020.

The capacity analysis indicates that in all but one location a level of service "C" can be maintained. The exception is the Oxnard Blvd./5th Street intersection. However, this intersection is in the City's downtown area and the citywide traffic model does not lend itself to an analysis of the dense downtown street network-- thus an inordinate amount of traffic is projected for those few roadways included in the model network. Therefore, rather than develop proposed specific improvements in an area of some historical significance, it is recommended that the downtown area be the subject of further detailed study.

2. Circulation Phasing Plans

The Growth Management Element provides that a "Capital Facilities Impact Evaluation" will be conducted as part of the Project Consistency Report process. Pursuant to that requirement, every major project listed as a Level B or Level C type of development will be required to identify a comprehensive capital facilities program including circulation phasing. Such programs will also be related to the Five-Year Development Plan. In this way, all major projects will be required to identify circulation phasing plans for long-term development correlated with the Growth Management Program.

3. Intersection Alternatives Environmental Impact Assessment Program

The City has identified LOS "C" as the transportation planning goal that the City ultimately desires to achieve. As a result, the roadway system identified in the 2020 Circulation Network is designed to operate at LOS "C" in the 2020 buildout year. However, to achieve and maintain LOS "C," several major intersections may require significant improvements. Those improvement projects, most notably the proposed grade separations ("flyovers"), may have significant environmental or other impacts and therefore require formal environmental review prior to construction. As such, it is possible the review would find that one or more of these projects would have significant adverse unavoidable environmental, social or economic impacts, in which case LOS "D" may be deemed acceptable. Accordingly, the City's LOS "C" standard is an overall objective that explicitly recognizes that existing intersection constraints may require modification of this standard as applied to specific portions of the present and future transportation system.

C. **Comprehensive Circulation System Funding Program**

The City of Oxnard currently utilizes several types of funding sources for its transportation improvement projects. These sources are attributed to Federal, State and local programs and the responsibility for distribution of these funds lies with a number of agencies. Implementation of the 2020 General Plan Circulation Element is based upon the continuation and updating of these funding sources. Below is a summary of the major funding sources and a brief discussion of the role each plays in the development of the City's roadway network.

1. Highway Trust Fund

The Highway Trust Fund consists of Federal gasoline and excise tax revenues. Each state is then given an "Obligational Authority" which in effect obligates to each state an amount of funding to support its highway program. In California, the funds are folded into the statewide highway improvement program and make up a significant portion of the funds used to support the State Transportation Improvement Program (STIP). Although the distribution of Highway Trust Fund monies is expected to change with the completion of the interstate system, this 2020 General Plan assumes a continuation of current funding levels.

2. State Gas Tax

Revenues from the State tax on gasoline combined with the Federal funds to make up the States highway improvement program. In June 1990 the voters approved an increase in the State gas tax. This increase will serve chiefly to make up a current shortfall in funding for the STIP. Therefore, this Circulation Element is based upon the current STIP process continuing with the exception that over the next several years "County Minimum" allocations will be more rigorously honored (for example, with the completion of the Interstate system the County of Ventura will regularly receive its fair share of state highway improvement funds).

A portion of the State Gas Tax is also returned directly to local agencies for use on roadway improvement and maintenance projects. The City of Oxnard currently receives almost \$800,000 annually from this source, which is projected to continue at this level.

3. Federal Aid Urban Program

The Federal Aid Urban (FAU) program represents a Federal funding program that is administered in California by Caltrans. The program provides funding for roadway improvement and/or maintenance projects at the local level. The City of Oxnard currently receives almost \$450,000 annually from this source, which is expected to continue in some form over the life of the 2020 General Plan.

4. Transportation Development Act

The Transportation Development Act (TDA) provides funds to local agencies in California for transit and roadway improvement projects. The source of the funds is the State sales tax, one-quarter (1/4) cent of which is dedicated to the TDA program. The City of Oxnard currently receives approximately \$2.6 million annually in TDA revenues that is used to fund SCAT and local road maintenance projects. Because this funding source is directly related to sales tax receipts, it has been increasing regularly over the past decade and is projected to continue increasing in future years.

5. Circulation System Improvement Fee Program

The City of Oxnard has adopted a Circulation System Improvement Fee (CSIF) program in an effort to ensure that future developments pay their fair share of the costs to construct needed roadway improvements. The fee is based on the number of trips generated by new residential, commercial or industrial development.

a. Main Features of the CSIF Program

The CSIF program, begun in 1985, not only identifies specific circulation improvements to be constructed within a 15-year planning horizon but also provides for the funding of the program.

With respect to the funding of circulation improvements in this program, the City has provided for several sources of local funding to complement state and federal funding sources. These local sources of funding include:

- Specific circulation improvements required of major projects, including the provision of improvements by means of assessment districts and requirements that developers not object to the formation of future assessment districts
- Requirements that projects contribute on a “fair-share” basis to the funding of improvements required to mitigate off-site impacts primarily through contributions to the CSIF program
- City general fund sources.

Priority for projects included in the CSIF program is determined in conjunction with the preparation of the City's Six-Year Capital Improvements Program. Necessary modifications to the Six-Year Capital Improvements Program can be incorporated into City budgeting and review processes by means of reprioritizing improvements in the context of the City's budget cycle.

Potential shortfalls in federal and state funding for major systems improvements can be compensated for, to the extent feasible, in several ways: (a) the CSIF fees have been increased to allow for a higher than normal local participation in the funding of regional level improvements; (b) the CSIF fees can be increased in the future, to the extent permitted under *Nollan v. California Coastal Commission*, if necessary to offset any additional state and/or federal funding shortfalls; and (c) special provision has been made for the construction of a major arterial bypass (the Rice Avenue Bypass) with local funds to provide for both local circulation capacity and regional capacity well in advance of the time that any state funds could be expected for such capacity increases in the regional system.

b. Update of CSIF Program

At the time of the May 1988 revision to the CSIF program, the City made a commitment to update the program following the completion of the 2020 General Plan to reflect the proposed circulation improvements. Accordingly, the City shall undertake and complete the following update of the CSIF program:

- Inclusion of all circulation improvements specified in the Circulation Element of the 2020 General Plan in the Circulation System Improvement Fee program
- Verification that the Circulation System Improvement Fee program will provide for the circulation needs generated by 2020 General Plan buildout.

The update shall reflect the status of state funding for highway improvements, including any projections for additional funding from gas tax increases in the event that the statewide electorate approves an increase in the gas tax in June 1990. Alternative funding programs, including assessment district financing presently allowed for (see below) will also be included in the update.

The CSIF update, which should be completed approximately six months following the adoption of the 2020 General Plan, will ensure that the fees collected are adequate to provide "fair share" support for the construction of needed roadway improvements. In addition to this major update, the CSIF will continue to be updated annually to account for inflation and/or specific construction cost increases.

6. Assessment Districts

The City anticipates that assessment district funding will be necessary to fund some interchange improvements on Route 101 as well as flyover structures on Gonzales Road.

As a result, developments in the areas of these interchanges have been instructed of this likelihood and have been required during the permit process to waive their right to protest the formation of appropriate assessment districts. This process has created a viable opportunity for additional local funds to support interchange improvement projects.

7. Other Funding Sources

In addition to the major funding sources described above, there are several other programs that support transportation improvement projects. The City has in the past received funds from the Federal Highway Administration (FHWA) through the Hazard Elimination, Railroad Protection, and Bridge Replacement programs. Also, the City has used Community Development Block Grants and redevelopment funds to support roadway improvement projects.

Two other funding sources are Federal Demonstration Project and County Sales tax funding. The Southern California Association of Government (SCAG) has completed a Port Access Study which identifies Hueneme Road/Rice Avenue as the eastern-access truck route. Currently, SCAG is working to place improvements to this route in position to receive Demonstration Project funding through the Surface Transportation Assistance Act. Finally, preliminary efforts have been made to place a sales tax increase for transportation improvements before county voters. If successful, such a program would provide significant funding to the City of Oxnard for roadway improvements. It is important to note that neither of these potential sources has been secured and any revenues they may generate have not been specifically included in the consideration of the proposed circulation system.

D. Transit and Transportation Demand Management Programs and Strategies

1. Public Transit

In order for mass transit to play a more effective role in Oxnard's transportation network, it will be necessary for the City to take a more aggressive approach to improving transit service and expanding SCAT's service within Oxnard as well as between Oxnard and the City of San Buenaventura. Specifically, existing transit routes should be made less circuitous, schedules made more regular, and a pass program developed in an effort to attract new riders, especially commuters. Additionally, new routes should be operated in the City's newly developing areas, such as the Northeast Industrial Area, Ormond beach, and the Town Center. This type of improvement and expansion program could be the cornerstone of the City's multi-modal solution to potential future traffic problems.

While the automobile may predominate in the future, it does not meet the needs of certain groups within the population. These include the poor, youth, elderly and the handicapped. Transit system studies need to consider these individuals, either to provide

the initial service or to improve existing service. In addition, transit service can be improved to more conveniently provide transportation to and from work.

The following programs shall be implemented to support transit service to Oxnard residents:

- Development of a Transit Pass Program
- Continued provision of transit facilities in new development
- Provision of additional transit services appropriate to meet the commuting needs of the developing commercial and industrial centers within the City.
- Proposed developments shall be required to include transit facilities, such as bus benches, shelters, pads or turnouts, where appropriate, in their improvement plans
- Employment generating developments shall be required to provide incentives to employees to utilize public transit services.

2. Transportation Demand Management

As part of its effort to maintain an adequate level of service on its roadways and reduce the level of automobile emissions, the City has been implementing a range of transportation demand management (TDM) strategies through the development review process. These strategies seek to reduce the demand on the roadway system by encouraging greater transit use, car-pooling, vanpooling, bicycling, walking and the formation of transportation management associations. These strategies have included activities such as ride-matching as well as installation of facilities such as bike lockers, bike racks and showers. The adoption of a TDM Program has recently augmented these strategies by the Ventura County Air Pollution Control District (APCD). This "Trip Reduction Program," also referred to as Rule 210, represents the most formalized and comprehensive TDM program ever adopted in Ventura County. Rule 210 will be implemented in phases and by the year 1992 shall require all employers with fifty or more employees to attain a 1.35 average vehicle ridership level during the morning peak period. The City of Oxnard supports this effort by the APCD to improve air quality and reduce congestion during peak commute periods.

In addition to Rule 210, the City of Oxnard is developing its own TDM program aimed at smaller employers with 25-50 employees as well as "employment centers" such as large office buildings or business park sites. Elements of such a Transportation Demand Management program could include:

- Direct financial incentives for employees who car pool, van pool, bus pool, use public transit, walk or bicycle
- Pay parking for drive alone commuters and full or partial subsidization of parking for ride-sharing employees

- Preferential parking for ride-sharing vehicles
- Facility improvements that provide preferential access and/or egress for ride-sharing vehicles
- Personal ride-share matching and/or active use of a computerized ride-share matching service such as Commuter Computer
- Use of fleet vehicles to support a guaranteed-ride-home program for ride-sharing employees in emergency situations or unanticipated overtime
- An on-site day care facility
- Facility improvements to encourage bicycling and walking (showers, bike racks, or lockers, etc.)
- Flexible work schedules for transit users, bicyclists, and pedestrian commuters
- Compressed work weeks such as 4/40 or 9/80 work schedule where on average employees report to work fewer days per week.

In tandem with the APCD's Rule 210, the City's TDM effort will create a comprehensive program that will yield benefits for the City of Oxnard as well as the region.

VII. Public Facilities Element

VII. PUBLIC FACILITIES ELEMENT TABLE OF CONTENTS

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VII. PUBLIC FACILITIES ELEMENT

INTRODUCTION

Government Code Section 65302(b) requires the general plan to contain a description of the general location and extent of existing and proposed “local public utilities and facilities, all correlated with the land use element of the plan.” Although these issues are frequently included in a circulation element, this 2020 General Plan treats them separately in this Public Facilities Element.

SETTING

A. Solid Waste Disposal

1. Existing Waste Disposal

The City of Oxnard currently collects and disposes in excess of 140,000 tons of refuse annually through the City-owned Del Norte Regional Recycling and Transfer Station (DNRRTS).

The DNRRTS accepts refuse from Oxnard and several other cities and areas in western Ventura County. It is capable of recycling 50 percent to 80 percent of the refuse brought to it. The remaining refuse is presently hauled to other landfill sites in Ventura County.

The City anticipates that it will continue to provide public refuse collection services in the future. Customers pay user fees (monthly rates) for collection and disposal services. These

user fees plus Solid Waste Fund reserves will be used to purchase additional equipment and provide additional staff to serve new customers.

2. Projected Future Needs

Waste generation in Oxnard is expected to double by the year 2020, to about 330,386 tons/year. Recent trends in Ventura County, however, show even higher growth. If these trends continue, and if the Weldon Canyon project is not approved, landfill capacity within Ventura County could be exceeded prior to buildout of the 2020 General Plan. With the recent enactment of the California Integrated Waste Management Act, cities and counties will be required to reduce future solid waste generation by 25 percent in 1995 and 50 percent by 2000.

B. Hazardous Waste Disposal

1. Existing Conditions

The County of Ventura and Incorporated Cities Hazardous Waste Management Plan estimates that approximately 12,609 tons of hazardous wastes per year are generated within the City of Oxnard. There are no Class I (hazardous) landfills in Ventura County. These wastes are currently being exported from the County and taken either to disposal, treatment or recycling facilities in other counties. Users and producers of hazardous wastes and materials must obtain permits through the County. These permits must specify the types and amounts of materials used and how they will be transported, stored, used and disposed. Hazardous waste production by land use categories are presented below in **Table VII-1B**.

**TABLE VII-1
HAZARDOUS WASTE PRODUCTION IN
OXNARD**

Land Use	Annual Tons	Percent
Residential	84	0.6%
Industrial	8,743	69.4%
Commercial	<u>3,742</u>	<u>30.0%</u>
Total:	12,609	100.0%

2. Projected Future Needs

Present day volumes would be anticipated to double by the year 2020 under the 2020 General Plan. The Tanner Bill requires each County in the State of California to prepare a County Hazardous Waste Management Plan (CHWMP). The City Council approved the plan on January 24, 1989. The plan contains information on current hazardous waste generation patterns and volumes, treatment facilities currently in existence, an assessment of the need for a treatment or disposal facility for hazardous wastes, and hazardous waste

goals and policies through the year 2000. The 2020 General Plan policy to implement the CHWMP at the City level is an important component of hazardous waste management by the City of Oxnard. However, significant volumes of hazardous waste could continue to be produced in Oxnard, unless the City adopts policies regarding the minimization of hazardous waste generated. The generation of potentially hazardous materials is further enhanced by the substantial amount of industrial and business research park uses envisioned in the 2020 General Plan. Although it is not currently known what specific types of businesses will occupy the industrial space, such land uses typically produce an array of potentially hazardous materials.

C. Wastewater System

1. Existing Collection and Treatment System

The City of Oxnard currently provides wastewater collection and treatment services through the Public Works Wastewater Division. The Oxnard Wastewater Treatment Plant (OWWTP) services the City of Oxnard, City of Port Hueneme, the U.S. Navy Construction Battalion Station, the Point Mugu Naval Air Station, and some limited adjacent areas.

The OWWTP has a current design capacity of 22.6 million gallons per day, with a rated capacity of 25.0 million gallons per day. Current usage ranges from 18 to 19 million gallons per day. The City is currently in the process of expanding the OWWTP. By 1991, Phase I of the expansion program will be completed and the plant will have an average dry weather flow (ADWF) capacity of 31.7 million gallons per day and a peak wet weather flow (PWWF) capacity of 68.2 million gallons per day. Ultimate capacity following completion of Phase II of the program (approximately 2000) will be 39.6 million gallons per day (ADWF) and 75.4 million gallons per day (PWWF). Phase II will be timed according to actual treatment demands experienced at the OWWTP, but it is presently expected to be operational by the year 2000.

The OWWTP has an ocean outfall pipe consisting of three sections. The first section, beginning at the effluent pumping station, consists of 868 feet of 48-inch diameter reinforced concrete pipe. This is followed by 1,600 feet of 30-inch diameter cast iron pipe. Finally, there is a 5,200 foot section of 48-inch diameter reinforced concrete pipe of which the terminal 1,016 foot portion is comprised of a diffuser section (i.e., the concrete is slotted or perforated to allow diffusion of the effluent into the ocean waters). The final section of the pipe limits the actual capacity of the system to 50 million gallons per day and therefore Phase I of the plant expansion program incorporates a flow equalization facility to limit maximum plant outfall capacity to an average of 50 million gallons per day.

The sizing of the flow equalization facility will accommodate the peak anticipated flows even with the Phase II expansion and ultimate plant capacity of 75.4 million gallons per day (PWWF).

There are presently some lines in the sewer collection system that are at capacity. Work on the eastern trunk line project should be completed in Spring 1990 and will provide adequate sewer line capacity for the next 5 to 10 year period.

The City has established the Wastewater Conveyance Fund to pay for operations, maintenance and capital costs of the wastewater collection system, and has established the Wastewater Treatment Plant Fund to pay for operations, maintenance and capital costs of wastewater treatment. The City has also used State and Federal grants to pay for a portion of the Wastewater Treatment Plant Expansion. The City also collects sewer connection fees, and/or requires developers to build improvements, to expand the wastewater collection system to service new customers. A Sewer Master Plan has been developed by the City to coordinate future expansion and upgrading.

2. Projected Future Needs

The capacity of the expanded OWWTP will be adequate to handle projected commercial needs based on the City of Oxnard 1985 Growth Area Forecast and residential needs based on the current 208 Plan population forecasts, (which are higher than the population forecasted for the 2020 General Plan). (See **Table VII-2**.)

It should be noted that the OWWTP Expansion EIR assumed a population of 232,050 for Oxnard in the year 2014, which is 40 percent higher than the anticipated 2020 General Plan population for the year 2020 of 164,936. Therefore, the 2020 General Plan build-out could be accommodated by planned OWWTP capacity.

**TABLE VII -2
WASTEWATER TREATMENT PLANT CAPACITY**

Year	ADWF¹	PWWF
CURRENT	22.60	54.5
Phase I (1991)	31.70	68.2
Phase II (2000)	39.60	75.4

¹In Million Gallons per Day.

Source: City of Oxnard Wastewater Treatment Plant Expansion EIR (1986).

D. Water System

1. Existing Water Usage

Water customers serviced by the City of Oxnard currently use approximately 21,600 acre-feet of water per year. The majority of the water (14,400 acre-feet) is purchased from the Calleguas Water District (CWD), which in turn purchases water from the Metropolitan Water District of Southern California (MWD). The City also pumps approximately 5,700 acre-feet from the United Water Conservation District (United) wells, and pumps approximately 1,500 acre-feet from City wells.

Both the CWD and MWD have continually assured the City that water supplies will be available in the future. The City does not, however, have an existing agreement to guarantee water supplies from United, the CWD or MWD, nor does the City own an entitlement to water from any of these Districts. The City does have a contract with United to purchase a minimum of 5,700 AFY of water without penalty. Currently, if City or United wells were to have production limited or discontinued as part of local groundwater management requirements, the City could purchase additional water from the MWD or CWD.

In anticipation of growing water demands, the CWD is presently enlarging their Springville reservoir from 9 million gallons to 18 million gallons. In order to be able to handle a larger volume of water from the CWD or MWD, the City will need to ensure that the water distribution and transmission system has sufficient capacity to handle the increased water flows. The City is currently in the process of adopting a Water Master Plan through the year 2000 that will address system capacity and water supply management needs and programs. The City Council has adopted an interim Master Water Plan that has been developed to coordinate future expansions and facility upgrades. The plan calls for, among other things, bond measures to provide funds for constructing a 30-inch transmission line from the Springville Reservoir and a fourth Blending Station. Further, the City is working with MWD to address water supply through such programs as injecting surplus water, which would otherwise be wasted, into underground reservoirs for later use.

Daily per capita water consumption rates have ranged from 177 gallons (1976) to 134 gallons (1983). The average per capita consumption is about 155 gallons per day. It may not always be possible to purchase unlimited water from the MWD, through the CWD. If MWD needs to reduce deliveries to its customers at some point in the future, cutbacks in water delivery would likely be uniform for all MWD municipal customers throughout Southern California. The result would be equivalent water supply constraint for all affected communities in the region; the entire water source for any one community (i.e., the CWD and Oxnard) would not be eliminated. Accordingly, it is important for the City to continue its comprehensive water conservation program, and to develop water supply contingency plans.

The City of Oxnard has established a Water Enterprise Fund to pay for operations, maintenance and capital costs associated with water supply and distribution. Operation and maintenance costs are also financed by customer user fees. The City also collects water connection fees and/or requires developers to build improvements to expand the water transmission and distribution system to meet the needs of new customers.

TABLE VII-3

WATER DEMANDS ASSOCIATED WITH GENERAL PLAN BUILD-OUT

<u>Year</u>	<u>Water Demand (AFY)¹</u>
1989	21,600
2000	26,740
2020	39,750

¹AFY = Acre Feet per Year.

Source: City of Oxnard Water Division

2. Projected Future Water Demand

City Water Division records indicate that water demand is growing at a compound rate of 2 percent per year. (See **Table VII-3.**) To meet this increased demand, the City is expanding the supply system (Springville Reservoir Project) and the distribution system (Blending Station #4 and Water Pressure Separation Vaults) to ensure that enough water can be delivered at adequate fire flow levels as new customers come on line. The ultimate water transmission and distribution system will be capable of delivering approximately 106 cubic feet per second (the equivalent of approximately 68 million gallons per day); this meets fire flow levels required by the State of California.

This expanded system can adequately supply water to the projected population in the City's 2020 General Plan. Future water supplies will continue to come from local wells (about 5 percent), United (about 25 percent) and from Calleguas (about 70 percent), which purchases its water from MWD. The City of Oxnard is a member agency of MWD, and MWD's consistent position has been that water supplies will be available for the future.

E. Storm Drainage System

1. Existing Flood Control System

The City of Oxnard currently uses City storm drain facilities, which are maintained by the Public Works Department Operations Division, and County of Ventura flood control channels to handle storm water runoff. In addition, it is common practice for agricultural operations to use private underground tile lines to drain perched water from shallow soil zones. These tile lines empty into City storm drains or natural drainage courses. Funding for storm drain maintenance is provided by the City's general fund. The storm drain system is shown on **Figure VII-1**.

In 1979, the City adopted a Master Plan of Drainage "to assist in making prudent decisions regarding flood protection needs." The plan provides for the following needs: inventory existing facilities, define areas with deficiencies, plan needed facilities, and prepare a strategy for financing recommended works of improvement. The plan accounts for the expected rainfall runoff for a ten-year frequency storm event. The planning boundary for the Master Plan of Drainage encompasses the urbanized core of the City and a portion of the area within the Sphere of Influence, a total of approximately 35 square miles. The plan divides the City into 17 watershed areas each approximately 500 acres or larger in size. These watershed areas are further divided into subareas. Problem areas where flooding currently occurs were identified throughout the urbanized area; poor drainage and shallow inundation in these problem areas is usually attributed to insufficient existing drainage facilities.

The City has three existing flood planning policies. These policies are (1) a 1974 storm drain fund fee of 3 cents per square foot aimed at new development, (2) a requirement that all new development convey water generated by their project and all upstream water to the nearest adequate storm drain facility, and (3) drainage standards defining the appropriate hydrology method and roughness factors for use in all storm drainage conveyance system designs.

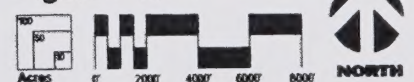
GENERAL PLAN

General Plan Adopted : Oct. 14, 1990
Revised : Feb. 15, 2000



1990 FLOOD CONTROL FACILITIES

Figure : VII - 1



2. Projected Future Needs

The existing storm drain network does not have the capacity to accommodate increased runoff produced by full build-out of the 2020 General Plan. Therefore, while developers are required to convey drainage to the storm drain system and pay appropriate fees, storm drain capacity in the main lines may not be adequate. The Master Plan of Drainage provides for the analysis and control of future project-specific drainage, but policies and requirements should be added to ensure that the need for additional system-wide drainage infrastructure will be adequately assessed at the time of each development.

F. Public Utilities

1. Existing Conditions

a. *Telephone*

The City is within the service area of the General Telephone Company (GTE). GTE considers its current level of service as adequate to meet the needs of the Planning Area.

b. *Electricity*

The City of Oxnard is located within the service area of the Southern California Edison Company (SCE). The company presently operates two major generating facilities in Ventura County, one near Mandalay Bay and the other at Ormond Beach. The major users of electricity within the County as noted in the SCE 1986 Annual Report are commercial (34 percent), residential (28 percent), industrial (23 percent), public authority-street lighting (9 percent), resale (4 percent), agriculture (1 percent), and other (1 percent). SCE estimates monthly consumption at 500 kilowatt hours per dwelling unit.

c. *Natural Gas*

The Southern California Gas Company provides natural gas service to the area through a fixed transmission and distribution system. The major users of gas within the County (1986), described by major sectors, are residential (19 percent), commercial building agriculture (6 percent), industrial (11 percent), and electric generation (64 percent). The Southern California Gas Company estimates the average consumption per month is 58 therms per dwelling unit.

2. Projected Future Needs

a. Telephone

The General Telephone company does not anticipate any significant service constraints in serving future growth anticipated with implementation of the 2020 General Plan.

b. Electricity

SCE has stated that it does not anticipate any significant service constraints in providing electrical service for future growth anticipated with implementation of the 2020 General Plan. During the early part of 1989, SCE-REQUESTED contract electrical power producers to increase power output to the maximum to meet anticipated peak loads.

c. Natural Gas

The Southern California Gas Company does not anticipate any problems providing future natural gas services for the future growth planned for by the 2020 General Plan.

G. Parks and Recreation Facilities

Existing and projected park needs are reviewed in the Parks and Recreation Element. The following is a brief summary.

1. Existing Park Facilities

There are a total of 706 acres of existing parks that include Mini-Parks, Neighborhood Parks, Community Playfields, Community Parks, and Special Purpose Facilities. These are described in detail in the Parks and Recreation Element.

2. Projected Needs

Projected needs for parkland are described in detail in the Parks and Recreation Element. In order to fulfill the parks and recreation needs of the additional population anticipated by this 2020 General Plan, the Land Use Element designates sites for an additional 229 acres of Neighborhood and Community Parks and Special Purpose Facilities. Additional policies and programs are set forth in the Parks and Recreation Element.

Some of the Community Park needs in the north portion of the City can be met through additional facilities in the Northeast Community area. Consideration of use of the Coastal Landfill site to meet some additional community recreation needs will also be undertaken prior to a determination of the final level of service for community recreation needs in the northern portion of the City. Community Park recreation needs for the Central area of the City could be enhanced through the reuse of the Oxnard High School site in the event that facility is relocated. Community Park needs for the southern portion of the City could be

enhanced through the development of specialized park and recreation facilities in the Ormond Beach area. In addition to these facilities, a trail system is proposed along the Santa Clara River extending into the Coastal Zone and southerly to the Oxnard Dunes and Oxnard State Beach areas.

H. Educational Facilities

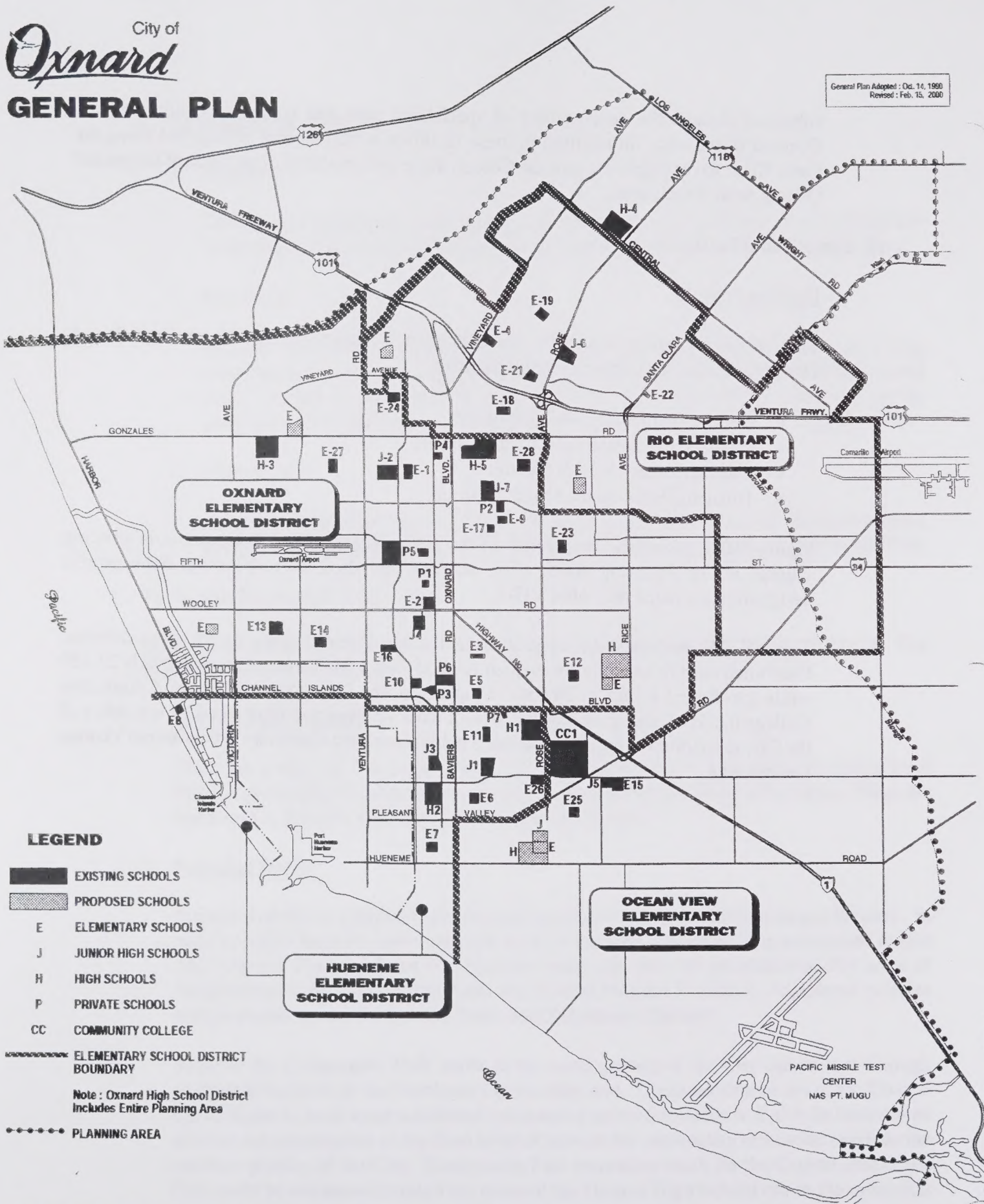
1. Existing Schools

The City of Oxnard is served by one high school district (Oxnard Union High School District) and four elementary school districts:

- Oxnard Elementary School District
- Ocean View Elementary School District
- Rio Elementary School District
- Hueneme Elementary School District.

Figure VII-2 shows the boundaries of the school districts and the location of existing schools in the Planning Area. The schools and their corresponding alphanumeric designation are listed on **Table VII-4**.

Table VII-5 describes the capacities and current enrollments in the five districts. Combined current capacity for elementary and junior high students as of 1990 is 23,150 while enrollment stands at 24,036. In addition, the City contains Oxnard Community College that is located at the intersection of Rose Avenue and Bard Road. It is a policy of the City to support the establishment of a public four-year university in the western Ventura County area.



SCHOOLS AND SCHOOL DISTRICTS

Figure : VII - 2

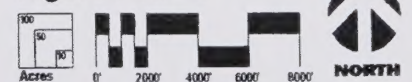


TABLE VII-4
LIST OF SCHOOLS

Elementary Schools

E-1	Curren, Bernice
E-2	Driffill
E-3	Elm Street
E-4	El Rio
E-5	Harrington, Norma
E-6	Hathaway, Julien G.
E-7	Haycox, Art
E-8	Hollywood Beach
E-9	Juanita
E-10	Kamala
E-11	Larsen, Ansgar
E-12	Lemonwood
E-13	Christa McAulliffe
E-14	Marina West
E-15	Mar Vista
E-16	McKinna, Dennis
E-17	Ramona
E-18	Rio Lindo
E-19	Rio Plaza
E-21	Rio Real
E-22	Rio Vista
E-23	Rose Avenue
E-24	Sierra Linda
E-25	Tierra Vista
E-26	Williams, Fred
E-27	Emily Ritchen
E-28	Norman Brekke

Junior High Schools

J-1	Blackstock, Charles
J-2	Fremont, John Chas Int
J-3	Green, E O
J-4	Haydock, Richard B Int
J-5	Ocean View
J-6	Rio Del Valle
J-7	Frank, William

High Schools

H-1	Channel Islands
H-2	Hueneme
H-3	Oxnard
H-4	Rio Mesa

Colleges

C-1	Oxnard Community College
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TABLE VII-5
SCHOOL DISTRICT CAPACITIES AND CURRENT ENROLLMENTS-1990

District	Capacity	Current Enrollment
Oxnard Union	10,000	12,500
Oxnard	10,000	12,078
Ocean View	2,550	2,240
Rio	3,000	2,518
Hueneme	7,600	7,200

2. Projected Needs

Implementation of the 2020 General Plan is expected to result in an increase in the number of school-aged children in Oxnard. **Table VII-6** presents the total student populations within Oxnard anticipated with implementation of the 2020 General Plan.

TABLE VII-6
STUDENT POPULATIONS ASSOCIATED WITH GENERAL PLAN BUILD-OUT

Year	<u>Elementary/Junior High</u> (Students)	<u>High School</u> (Students)
1989	20,928	10,464
2020	27,160	13,580

In order to meet the educational needs of the Oxnard area, new school and educational facilities will be required. Elementary schools and junior high schools ordinarily accommodate approximately 800 students per facility, while high schools are in the range of 2,250 students. For purposes of the 2020 General Plan, the following average student generation factors have been employed:

Elementary School	0.35 stu./residence
Junior High School	0.15 stu./residence
High School	0.25 stu./residence

These generation factors are used to assess potential student enrollment and capacity impacts to the school districts for proposed residential development. To meet the projected enrollment at buildout in Grades K through 12, the equivalent of an additional one (1) to two (2) high schools, two (2) junior high schools and five (5) elementary schools will be

needed (see **Table VII-7**). Sites for the required facilities and two additional high schools have been designated at the approximate locations shown on **Figure VII-2**. Of the four proposed high schools, three are required to accommodate new growth as forecasted by the Oxnard Union High School District, which includes areas outside Oxnard. The fourth is a replacement site for the existing Oxnard High School, which should be relocated due to its proximity to the Oxnard Airport.

TABLE VII-7
NET STUDENT POPULATION INCREASES
AND NECESSARY SCHOOL FACILITIES

	Additional Students	Schools Necessary
Elementary School	4,361	5.4
Junior High School	1,869	2.3
High School	3,115	1.4

I. Police Services

1. Existing Police Services

The Oxnard Police Department maintains a 1990 staff of 174 sworn officers as of 1989 and 82 support personnel based in the Public Safety Building at C Street and Third Street. (See **Figure VII-3**.) The current facility is over capacity.

2. Future Needs

The need for additional facilities due to projected growth in the City could be accommodated through expansion of existing facilities.

J. Fire Services

1. Existing Fire Services

The Oxnard Fire Department has a staff of 99 as of 1989 and maintains six fire stations (see **Figure VII-3**). Current facilities are adequate to serve existing development. Planning is proceeding for the relocation of several stations that will improve response times and service coverage.

2. Future Needs

In order to meet the projected growth, relocated or new fire stations would be required in the following general areas:

- Sakioka Specific Plan Area
- Ormond Beach Specific Plan Area
- Gonzales and Rice

Additional fire engines, ladder trucks, and specialized equipment, such as hazardous materials response and heavy rescue units, would be required for any new fire stations.

K. Public Libraries

1. Existing Conditions

The City of Oxnard is currently served by the Central Library located in the Civic Center in the Central Business District and by a branch library located in the South Oxnard Center. The present Central Library is inadequate to serve existing needs; a new Central Library is under construction within the Civic Center complex.

2. Future Needs

With the construction of the new Central Library, this facility will be sufficient to meet future needs. Additional branch libraries are identified in the Northwest Community and Northeast Community Specific Plan areas.

L. Community Centers

1. Existing Conditions

The City of Oxnard maintains three community centers that provide a range of social and recreational services to the surrounding communities. The following is a description of these facilities:

- Oxnard Community Center/Performing Arts Center (PAC) Complex: Activities at the Oxnard Community Center/Performing Arts Center (PAC) concentrate on fulfilling recreational needs for the greater Oxnard community. The Oxnard Community Center contains a large auditorium (PAC) as well as a variety of meeting rooms that are available to various community groups. Social services such as day care and youth programs are also provided at this facility. The City maintains recreation staff at the facility to coordinate the City's recreation and cultural programs. A large community park surrounds the complex.
- Colonia Multi-Service Center: The Colonia Multi-Service Center provides a range of recreational and social services from a facility located adjacent to the Del Sol Community

Park. Services on-site include a City fire station and housing authority offices as well as County of Ventura and nonprofit organization offices that provide a range of social and health services at this facility.

- South Oxnard Center: The newest community center facility is the South Oxnard Center, opened in November 1989. This facility includes a branch library and child care center as well as meeting rooms and facilities for various senior and youth services and programs. This center is located near the intersection of Bard Avenue and Saviers Road.
2. Future Needs

The existing community center facilities are adequate to serve future needs. A social services center, which may include a homeless center and address other housing and social service needs should be considered adjacent to the new St. John's Regional Medical Center facility in the Northeast Specific Plan Area.

FINDINGS

1. The City of Oxnard's public facilities and infrastructure, with planned expansion programs, are generally sufficient to meet expected growth, but conservation measures would help reduce future demands.
2. Additional schools, a new library and civic center, and social service center facilities will be necessary to meet the needs of additional growth in the City.
3. Additional public safety facilities and equipment will be required to mitigate growth impacts.
4. The City's master plans for water, wastewater and drainage will need to be updated immediately after adoption of the 2020 General Plan.

DEVELOPMENT POLICIES

A. Goals

Public facilities and services adequate to serve existing and future development within the City's Urban Service Area.

B. Objectives

1. Ensure a water distribution and storage system adequate for existing and future development.
2. Ensure adequate sanitary sewer and waste water treatment plant capacity to accommodate existing and future development.

3. Reduce solid waste requiring disposal at local landfills and encourage recycling.
4. Provide adequately sized storm drain systems to accommodate existing and future needs.
5. Provide adequate police and fire facilities.

C. Policies

Solid Waste

1. Resource recovery shall be utilized to reduce the amount of solid waste that needs disposal.
2. The City shall work cooperatively with the Ventura Regional Sanitation District, the Ventura County Waste Commission and other Ventura County cities in support of voluntary recycling programs and to establish a regional recycling facility or facilities in Ventura County.
3. The City shall require applicants for discretionary development approval to employ practices that reduce the quantities of wastes generated and promote resource recovery.
4. Development within 1,000 feet of the Bailard Landfill site shall undergo special planning and environmental review by the City to ensure that any proposed land uses do not impinge on the post-closure activities of the landfill. Input from the VRSD and Ventura County Waste Commission shall be included in the review process.
5. The City's recommendation relative to any extension of the life-span of the Bailard Landfill shall take into account impacts on adjacent and downwind land uses which may be adversely affected by continued operation of the landfill.
6. In the event that use of the Bailard Landfill is discontinued in accordance with the Ventura County conditional use permit in effect at the time of the adoption of this plan and a City or regional transfer facility is proposed within the Oxnard Planning Area, the following criteria shall apply:
 - a. Such facility shall be located no closer than 2,000 feet from a property designed for existing or future residential uses; and
 - b. The preferred location for such a facility is within an area previously used for mineral resource extraction provided that there is no adverse environmental impact associated with such a location.
7. The City shall implement or participate in appropriate source reduction and recycling programs to meet mandated waste reduction of 25 percent by 1995 and 50 percent by 2000 in accordance with the California Integrated Waste Management Act of 1989.

8. Prior to entering into a contract with any public agency or private enterprise for the collection, recycling, transfer, or disposal of any component of the City's solid waste stream, the City Council shall first adopt a policy stating the City's intentions relative to using public agency resources versus private business services. The policy shall take into account the short term and long term effects on City fiscal resources and costs as well as costs to residents and business. Any policy to consider private contractual services shall require an evaluation of the effects of a monopoly condition versus competitive bidding and the background of private contractors relative to lawful business practices in other communities.

Hazardous Wastes

9. The City shall consider the establishment of a hazardous waste collection facility within the Northeast Industrial Area in accordance with the draft County Hazard Waste Management Plan (CHWMP). The potential location shall be limited to light manufacturing designated areas east of Rice Avenue and south of Colonia Road. Such a facility shall be allowed only after consideration of an environmental analysis that demonstrates that there will be no adverse ground water or air quality impacts and/or impacts on adjacent land uses.
10. Applicants for proposed expansions or new development of commercial or industrial projects shall prepare a hazardous waste minimization audit as part of the application procedure. A hazardous waste minimization program shall be a condition of approval for such projects.

Wastewater

11. The City should encourage water recycling and resource recovery, where possible, in industrial operations to minimize sewer flows and sewer treatment demands.
12. The City shall continue to monitor the Wastewater Treatment Plant performance and existing sewer treatment demands to determine when to implement Phase II of the expansion program.
13. The City should ensure that proposed developments will not create sewer treatment demands in excess of plant capacity. If determined necessary by the study, the proposed facilities will be enlarged. The final sewer improvement plan will be subject to approval by the City of Oxnard Public Works Department.
14. As each new area is developed, the establishment of an assessment district for the funding of sewer improvements should be considered.
15. Development plans shall incorporate adequate on-site and, if necessary, off-site facilities as a condition of approval.

Water System

16. The City shall support the Countywide Water Quality Management Plan, the Sea Water Intrusion Abatement Program, wastewater reclamation, water conservation programs and regional coordination.
17. The City shall promote water conservation in landscaping for City, residential, commercial and industrial facilities and require that such developments incorporate low water demand and drought tolerant plants into landscaping plans.
18. The City shall continue and enhance its voluntary water conservation program, including the mandatory installation of ultra low-flush toilets and reduced flow shower heads and faucets in new development.
19. The City should review water supply and demand as part of the development process. If the City determines that water demand may exceed supply:
 - a. The City should formulate and adopt a contingency plan for supplying water to Oxnard water users in the event that current supplies (i.e., purchases from other water districts) are reduced; and
 - b. The City should actively pursue available entitlements, contracts, or legal agreements that guarantee a definite quantity of water to the City. If a firm "supply" figure is identified for the City, the City may proceed to approve new developments commensurate with the guaranteed supply, and should not approve development that would exceed this supply figure.
20. The City of Oxnard should continue to investigate the feasibility of utilizing reclaimed water (effluent from the Oxnard Wastewater Treatment Plant) for public open space and recreation area landscape irrigation.
21. The City shall continue the current policy of providing for the upgrading of the water transmission and distribution system in a timely manner to meet anticipated demands.

Storm Drains

22. New development shall be designed to avoid impacts to VCFCFCD facilities.
23. New development shall meet adopted standards to avoid impacts from 100-year storm runoff.
24. Prior to the approval of any specific project, the City shall determine through the Project Consistency Reports if adequate capacity exists within that part of the drainage network which serves the project. If adequate capacity does not exist, development of the project

shall be delayed until planned infrastructure improvements occur, or the developer shall be required to provide the infrastructure improvements necessary to achieve sufficient capacity.

25. The City shall support the Flood Control District's assessment of the maximum amount of fees permitted by law to be used to fund VCFCD facilities within the Planning Area.
26. The City Public Works Department shall request that the VCFCD provide a copy of the annual report on the five-year Capital Projects Program that includes improvement projects scheduled within the Planning Area and the status of funding for future projects.
27. The City shall revise the Drainage/Storm Drain Master Plan within 24 months of the adoption of the 2020 General Plan. The Master Plan shall specifically address the potential impact on VCFCD facilities based on buildout of the 2020 General Plan and shall develop specific programs that identify the responsibilities of projects within the City to improve VCFCD facilities to accommodate additional runoff or to establish alternate programs such as on or off-site retention in order to avoid impacts on District facilities.
28. Through the Drainage/Storm Drain Master Plan, the City shall utilize the VCFCD's runoff methodology for the purposes of determining impacts on VCFCD facilities.

Public Utilities

29. The General Telephone Company will acquire the necessary right-of-way for its lines. Any special requests, other than for the provision of services, such as undergrounding, would be at the expense of the developer for each different development.
30. Any services and facilities will be built in accordance with the Southern California Edison Company's policies and extension rules on file with the California Public Utilities Commission.
31. All services and facilities built will be in accordance with the company's policies and extension rules on file with the California Public Utilities Commission and federal regulatory agencies.
32. Any mains not installed in the public right-of-way will require easements.
33. Encourage the use of solar space and water heating technologies to lessen the demand for fossil fuels.

Schools

34. The City shall continue to collect development fees for school district use from commercial, industrial and residential development.

35. The City will work with the school district to select sites for new facilities to assure that the number, type and location of school facilities is commensurate with City growth.

Police Services

36. The City will monitor the need for additional facilities as part of the Five-Year Development Plan.

Fire Protection

37. In order to maintain a 3.5-minute response time for fire department emergencies, the City shall provide either relocated or new fire stations.
38. The City shall consider establishing new fire stations as shown on the Public Facilities Map as needed. The specific timing and staffing of such stations shall be incorporated into the City's Five-Year Development Plan.

D. Plan Proposals

The City's 2020 Community Facilities Plan is shown on **Figure VII-3**.

IMPLEMENTATION MEASURES

A. Public Facilities Funding Program

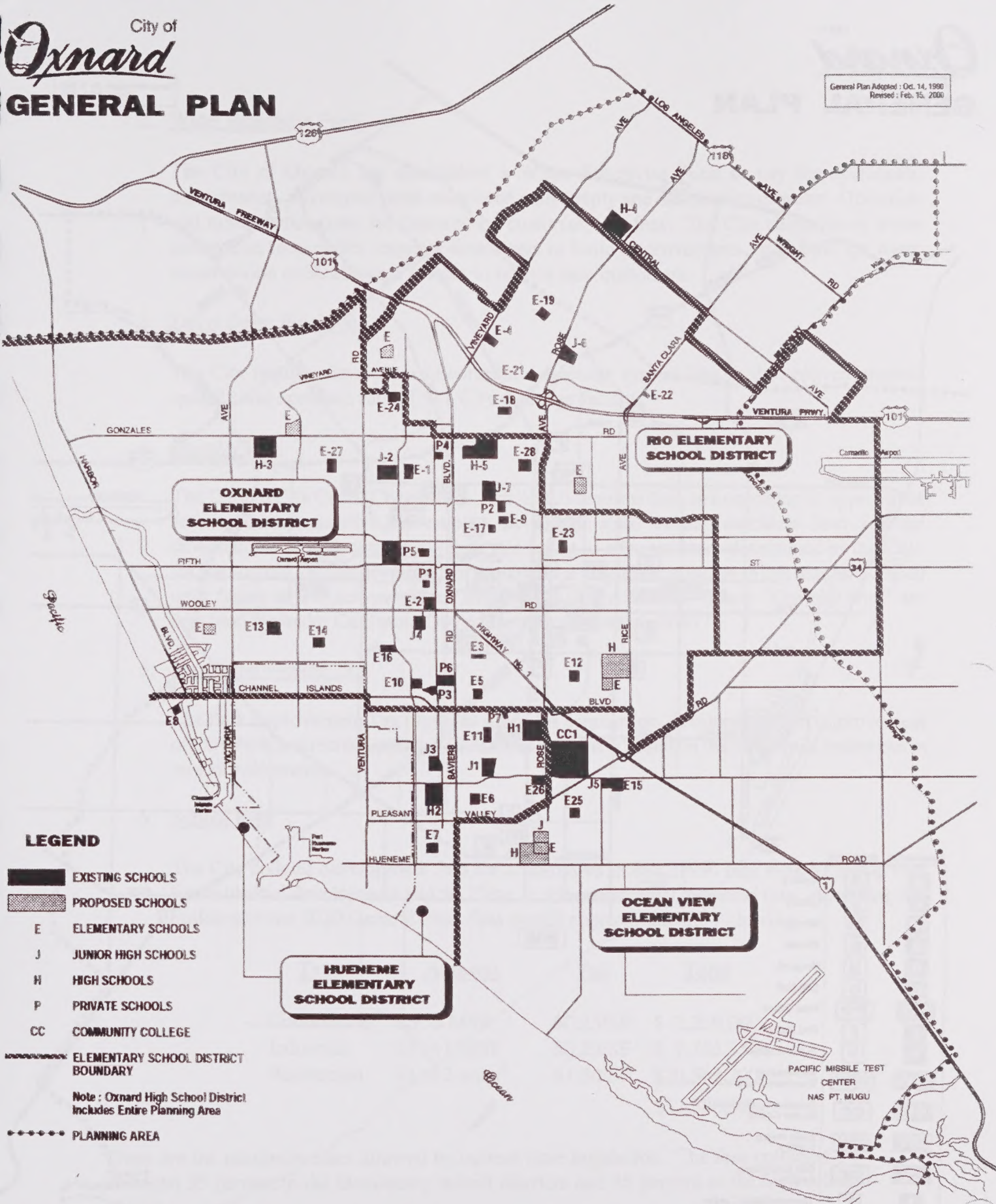
The City of Oxnard currently utilizes several types of funding sources for its public facilities projects. These sources include the following:

1. Sewer Connection Fees

Funding for sewer system improvements is derived from a combination of general fund monies and sewer connection fees. Sewer connection fees are assessed for every new development, and consist of two components: (1) treatment plant expansion; and (2) conveyance system improvements. The developer is also required to provide on-site sewer lines, and to extend or improve off-site sewer lines where necessary to serve that particular proposed development. Off-site improvements costs borne by the developer are credited toward their connection fees.

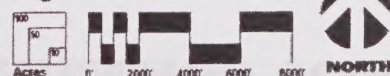
City of *Oxnard* GENERAL PLAN

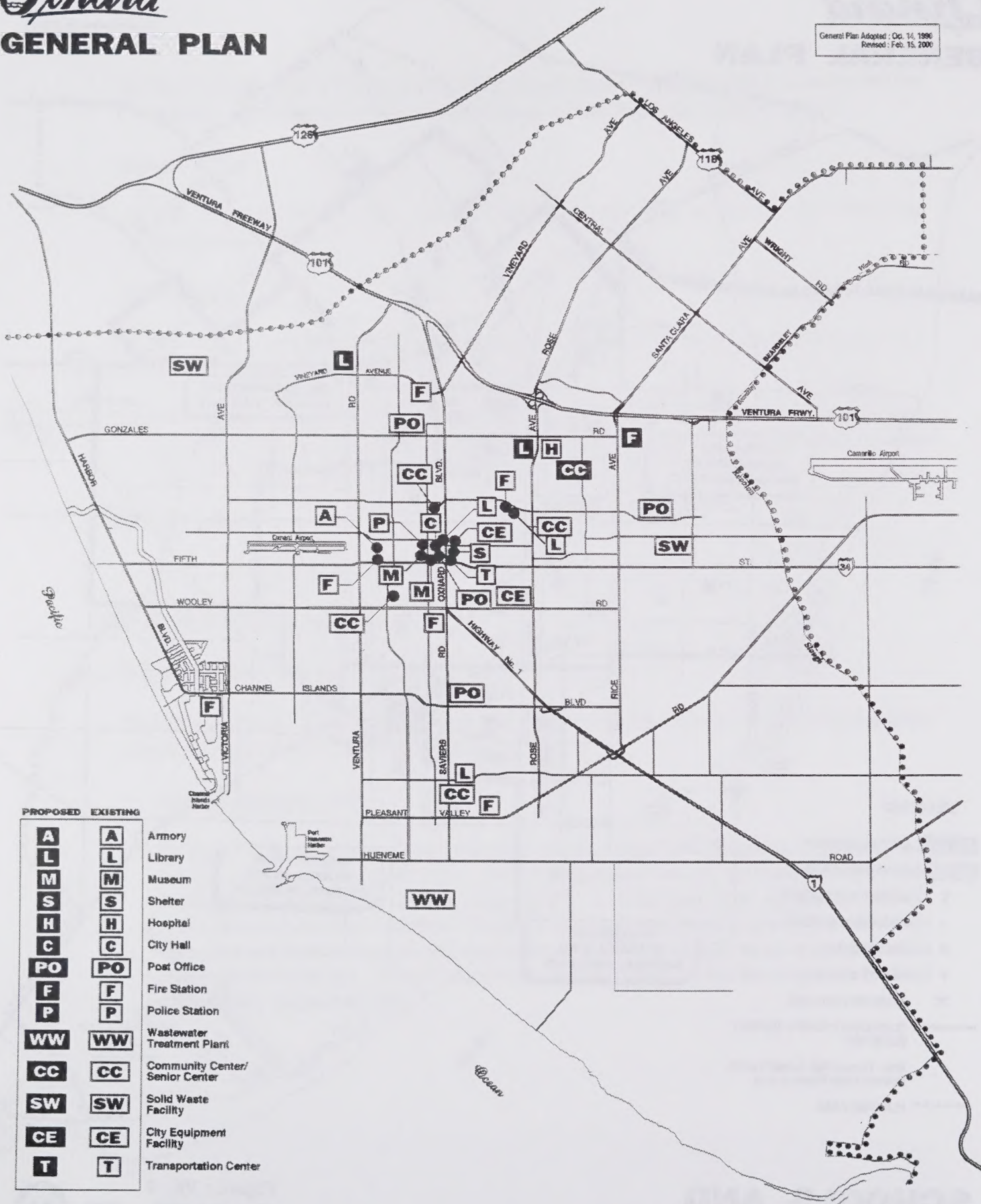
General Plan Adopted : Oct. 14, 1990
Revised : Feb. 15, 2006



SCHOOLS AND SCHOOL DISTRICTS

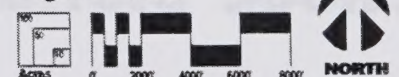
Figure : VII - 2





2020 COMMUNITY FACILITIES MAP

Figure : VII-3



2. Water Enterprise Fund

The City of Oxnard has established a Water Enterprise Fund to pay for operations, maintenance, and capital costs associated with supply and distribution of water. Operation and maintenance costs are financed by customer user fees. The City also collects water connection fees, and/or requires developers to build improvements, to expand the water transmission or distribution system to service new customers.

3. Storm Drain Fund Fee

The City requires developers to contribute drainage system fees, and to convey project-specific and upstream run off to a City drainage facility.

4. Quimby Fees

The Oxnard City Code (Chapter 27 - Article 12) requires that, as a condition of approval of any residential subdivision map, a developer shall either contribute land for the development of park sites or pay fees, according to a fee structure determined by the City, for the acquisition and development of park sites. Parkland acquired in this manner is based on a factor of 2.5 acres required for every 1,000 residents. These "Quimby fees" are provided for under California Government Code Section 66477.

5. Park Improvement Tax

The Park Improvement Tax provides funds for acquisition, development and improvement of City Park and recreational facilities. The amount is based on the number of bedrooms in new developments.

6. School Fees

The City collects development fees for school district use. 1990 fees were \$1.50/sq. foot for residential development and \$0.25/sq. ft. for commercial industrial uses. Assuming full buildout of the 2020 General Plan, fees would approximate the following:

<u>Type</u>	<u>Amount</u>	<u>Fee</u>	<u>Total</u>
Commercial	8.956 MSF	\$0.25/SF	\$ 2,239,000
Industrial	39.141 MSF	\$0.25/SF	\$ 9,785,250
Residential	12,462 units ¹	\$1.50/SF	<u>\$20,562,300</u>
			\$32,586,550

These are the maximum rates allowed by current state legislation. The fees collected are allocated 55 percent to the elementary school districts and 45 percent to the high school district.

¹ Assuming an average of 1,100 square feet per unit.

VIII. Open Space/Conservation Element

VIII. OPEN SPACE/CONSERVATION ELEMENT

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VIII. OPEN SPACE/CONSERVATION ELEMENT

INTRODUCTION

Every general plan must contain an Open Space Element for the comprehensive and long-range preservation and conservation of open-space land. "Open-space land" is defined by Section 65560(b) of the Government Code as "any parcel or area of land or water which is essentially unimproved and devoted to an open-space use" and includes any of the following:

- Open Space for Natural Resources
- Open Space for the Managed Production of Resources
- Open Space for Outdoor Recreation
- Open Space for Health and Safety

In developing their Open Space Element, cities are also required to consider:

- Demands for trail-oriented recreational use.
- Demands in developing specific open-space programs.
- The feasibility of integrating city and county trail routes with appropriate segments of the California Recreational Trails System.

The local open space plan must also contain an action program consisting of specific programs that the local legislative body intends to pursue in implementing its open space plan.

The Open Space Element was first required to be a part of city and county general plans in 1973.

With the exception of the Land Use Element, the Open Space Element is broadest in scope. The Open Space Element overlaps the issues of agriculture, natural resources, recreation, and enjoyment of scenic beauty discussed in the Land Use Element; the concern for preservation of natural resources and managed production of resources discussed in the Conservation Element; and the question of open space for public health and safety discussed in the Safety Element.

The Conservation Element has also been required since 1973 for the purpose of establishing a management plan for natural resources to prevent waste, destruction and neglect. It provides for the "conservation, development and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals and other natural resources." The Conservation Element may also cover:

- Reclamation of land and waters
- Prevention and control of the pollution of streams and waters
- Regulation of the use of land in stream channels and other areas required to accomplish conservation plans
- Prevention, control, and correction of the erosion of soils, beaches, and shores
- Protection of watersheds
- Location, quantity and quality of the rock, sand and gravel resources
- Flood control

The Conservation Element overlaps several categories of the Open Space Element. As a result of this overlap and interdependency, the Open Space and Conservation Elements have been combined, as permitted under State law.

SETTING

A. Open Space for the Preservation of Natural Resources

The City of Oxnard has a wide variety of natural resources and unique habitats, such as coastal beaches, wetlands, riparian and dune areas (see **Figure VIII-1**). The most important biological resources in Oxnard are concentrated in the Coastal Zone, which includes portions of the Santa Clara River, McGrath Lake, and Mugu Lagoon. In addition, Calleguas Creek and Beardsley Wash/Revolon Slough run through portions of the Planning Area.

1. Habitat Areas

a. Riparian Habitat

The riparian habitat area is characterized by a sandy flood plain with heavy concentrations of trees, shrubs and water-associated plants especially in the areas up from the river mouth. A primary riparian habitat exists at the mouth of the Santa Clara River. Most of the riparian habitat is along the southern bank of the river between the main channel and the flood control levee. Dense growths of willows, giant reeds, and grasses provide a habitat for a variety of birds and small mammals.

During periods of low river flow, a sand bar forms at the mouth of the river, blocking all direct flow to the ocean and creating a lagoon between the river mouth and the Harbor Boulevard bridge. This lagoon has been recognized as a primary migratory stopover and breeding ground for waterfowl and shorebirds. It is also one of three identified active nesting sites in Ventura County for the endangered California least tern. Other endangered bird species sighted in the area include the brown pelican, the southern bald eagle, the peregrine falcon, and the white-tailed kite. The tidewater goby is a threatened fish species in the lagoon.

TABLE VIII-1
DOMINANT PLANT SPECIES IN RIPARIAN AREAS

Common Name	Scientific Name
White Alder	<i>Alnus Rhombifolia</i>
Willows	<i>Salix Spp.</i>
Mulefat	<i>Baccharis Glutinosa</i>
Stonefruit	<i>Prunus Spp.</i>
Tree Tobacco	<i>Nicotiana Glauca</i>
Coyote Brush	<i>Baccharis Pilularis</i>

At present, there are no known species of plants or animal life that is endangered that are endemic to the Santa Clara River in the Planning Area. The endangered peregrine falcon (*Falco peregrinus*), bald eagle (*Haliaeetus leucocephalus*), osprey (*Pandion haliaetus*), and white-tailed kite (*Elanus leucurus*) have been reported on rare instances in the vicinity of the westerly reaches of the river.



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b. Wetlands

The saltwater wetlands association includes three district areas as shown on **Figure VIII-1**: the estuary of the Santa Clara River and McGrath Lake; the wetlands at Ormond Beach; and the Mugu Lagoon area.

The wetlands at the estuary of the Santa Clara River were at one time an extensive wildlife habitat and breeding area. The construction of the Ventura Sewage Treatment Plant in 1958 and the Ventura Marina in 1971 significantly reduced its extent. There remains, however, an important remnant of marshland and mudflats that merges with both the riparian habitat and the coastal strand to provide an important ecological complex.

TABLE VIII-2
WILDLIFE SPECIES IN THE RIPARIAN AREAS
(PARTIAL LIST)

Common Name	Scientific Name
Mammals	
Mule deer	<i>Odocoileus Hemionus</i>
Bobcat	<i>Lynx Rufus</i>
Coyote	<i>Canis Latrans</i>
Spotted Skunk	<i>Spilogale Putorius</i>
Striped Skunk	<i>Mephitis Mephitis</i>
Opossum	<i>Didelphis Marsupialis</i>
Raccoon	<i>Procyon Lotor</i>
Long-tailed Weasel	<i>Mustela Frenata</i>
Blacktail Jack Rabbit	<i>Lepus Californicus</i>
Reptiles and Amphibians	
Pacific Treefrog	<i>Hyla Regilla</i>
Bullfrog	<i>Rana Catesbeiana</i>
California Newt	<i>Batrachoseps Attenuatus</i>
California Slender Salamander	<i>Taricha Torosa</i>
Western Fence Lizard	<i>Sceloporus Occidentalis</i>
Birds	
Valley Quail	<i>Lophortyx Californicus</i>
Mourning Dove	<i>Zenaidura Macroura</i>
Cooper's Hawk	<i>Accipiter Cooperii</i>
Ducks and Teals	<i>Anas Spp.</i>

The Ormond Beach area has a small amount of wetlands that have been augmented in some cases by the historic development of fresh water impoundments to serve duck ponds. South of these are the extensive wetlands of the Mugu Lagoon that are protected from private development through military ownership.

The Ormond Beach area includes various habitats such as saltwater marshes, brackish water marshes, freshwater marshes, and open water. These areas are collectively referred to by the general term "wetlands" for the purpose of regulations and preservation. The Ormond Beach wetlands are used extensively by migratory waterfowl and other water birds. A total of six special status bird species, one special status fish species, and two special status amphibian species have been identified inhabiting or using these wetlands for forage. These bird species include the California least tern, California brown pelican, Belding's savanna sparrow, American bittern, western snowy plover, and the California black rail. The unarmored three-spined stickleback, an endangered fish species, has been found in drainage ditches at Ormond Beach. The area is a habitat for the red-legged frog and southwestern toad. Two special status plant species, the salt marsh beak and the Ventura marsh milk vetch, are also present. Federal and/or state law protects all of these special status species.

Typical plant species of the saltwater wetlands association are noted in **Table VIII-3**. Aquatic vegetation characteristically surrounds the brackish water of the estuary or lagoon. A frontal sandbar such as those that have become established at the mouth of the Santa Clara River and at Mugu Lagoon is considered typical.

TABLE VIII-3
REPRESENTATIVE PLANT SPECIES IN WETLAND AREAS

Habitat Area	Common Name	Scientific Name
Salt Marsh	Pickleweed*	<i>Salicornia virginica</i>
	Glasswort**	<i>S. subterminalis</i>
	Salt grass**	<i>Distichlis spicata</i>
	Cordgrass	<i>Spartina foliosa</i>
	Jaumea**	<i>Jaumea carnosa</i>
	Saltwort	<i>Batis maritimum</i>
	Alkali heath**	<i>Frankenia grandiflora</i>
	Salt cedar**	<i>Monanthochloe littoralis</i>
	Arrow Grass	<i>Triglochin maritima</i>
	Sea-blite	<i>Suaeda californica</i> var. <i>pubescens</i>
	Marsh Rosemary**	<i>Limonium californicum</i> var. <i>mexicanum</i>
	Gum plant	<i>Grindelia stricta</i>
	Salt Marsh fleabane	<i>Pluchea purpurascens</i>
Freshwater Marsh	Cattails	<i>Typha</i> spp.
	Bulrushes	<i>Scirpus</i> spp.
	Sedges	<i>Carex</i> spp.
	Rushes	<i>Juncus</i> spp.
	Spike rush	<i>Eleocharis palustris</i>
	Pondweeds	<i>Potamogeton</i> spp.
	Smartweeds	<i>Polygonum</i> spp.
	Water lilies	<i>Nuphar</i> spp.
	Buttercup	<i>Ranunculus aquatilis</i>
	Watercress	<i>Nasturtium officinale</i>
	Bur-reed	<i>Sparganium eurycarpum</i>
	Water parsley	<i>Venanthe sarmentosam</i>
	Naiads	<i>Najas</i> spp.
Brackish Marsh	Alkali bulrush	<i>Scirpus robustus</i>
	Rush	<i>Juncus balticus</i>
	Brass buttons**	<i>Cotula coronopifolia</i>
	Fat-hen**	<i>Atriplex patula</i> var. <i>lastata</i>
	Olney's bulrush	<i>Scirpus olneyi</i>
	Common Tule**	<i>Scirpus acutus</i>
	Common reed	<i>Phragmites communis</i>

* Codominant plant species at Ormond Beach wetlands

** Indicates plant species found at Ormond Beach wetlands

Much of the same wildlife found in the riparian areas may also frequent the saltwater areas; however, the most important wildlife are those species of shore birds and fishes that have no alternative habitat. Some fish species commonly found in wetlands include those on **Table VIII-4A** below. **Table VIII-4B** contains some of the most common bird species.

TABLE VIII-4A
REPRESENTATIVE FISH SPECIES IN WETLAND AREAS

Common Name	Scientific Name
Top smelt	<i>Atherinops Affinis</i> *
Barred Surfperch	<i>Amphistichus Argenteus</i> *
Staghorn Sculpin	<i>Leptodottus Armatus</i> *
Killifish	<i>Fundulus Parvipinnis</i>
Pipefish	<i>Syngnathus Spp.</i>
Arrow Gobi	<i>Clevelandia Ios</i>
Longjaw Mudsucker	<i>Gillichthys Mirabilis</i>

The saltwater wetlands of California are in themselves endangered ecosystems. Urbanization pressures along the coast have caused many lagoons and estuaries to be filled and channelized, and, in effect, killed as natural habitats. Consequently, a number of rare or endangered species that are dependent upon those environments are found in the Planning Area.

One endangered plant species, *Cordylanthus maritimus*, has been identified at the mouth of the Santa Clara River. ** **Table VIII-5** lists rare and endangered fauna that may be found in at least one of the saltwater wetlands areas.

* Reproduces in the Lagoon or Estuary

** Cal. Dept. of Parks & Recreation, Ventura County Beaches Study (June 1976).

TABLE VIII-4B
REPRESENTATIVE BIRD SPECIES IN WETLAND AREAS

Common Name	Scientific Name
Herons and Bitterns	
Black-crowned night heron	<i>Nycticorax nycticorax</i>
Great blue heron	<i>Ardea herodias</i>
Green heron	<i>Butorides virescens</i>
Cattle egret	<i>Bubulus ibis</i>
Great egret	<i>Casmerodius albus</i>
Snowy egret	<i>Egretta thula</i>
American bittern	<i>Botaurus lentiginosus</i>
Swans, Geese and Ducks	
Mallard	<i>Anas platyrhynchos</i>
Gadwall	<i>Anas strepera</i>
Pintail	<i>Anas acuta</i>
Green-winged teal	<i>Anas crecca carolinensis</i>
Blue-winged teal	<i>Anas discors</i>
Cinnamon teal	<i>Anas cyanoptera</i>
American widgeon	<i>Anas americana</i>
Shoveler	<i>Anas clypeata</i>
Vultures	
Turkey vulture	<i>Cathartes aura</i>
Kites, Hawks and Harriers	
White-tailed kite	<i>Elanus leucurus</i>
Red-tailed hawk	<i>Buteo jamaicensis</i>
Marsh hawk	<i>Circus cyaneus</i>
Falcons	
American kestrel	<i>Falco sparverius</i>
Rails, Gallinules and Coots	
Sora	<i>Porzana carolina</i>
American Coot	<i>Fulica americana</i>
Plovers	
Semipalmated plover	<i>Charadrius semipalmatus</i>
Snowy plover	<i>Charadrius alexandrinus</i>
Killdeer	<i>Charadrius vociferus</i>
Black-bellied plover	<i>Pluvialis squatarola</i>

Common Name	Scientific Name
Sandpipers	
Ruddy turnstone	<i>Arenaria interpres</i>
Common snipe	<i>Capella gallinago</i>
Long-billed curlew	<i>Numenius americanus</i>
Whimbrel	<i>Numenius phaeopus</i>
Spotted sandpiper	<i>Actitis macularia</i>
Willet	<i>Catoptrophorus semipalmatus</i>
Greater yellowlegs	<i>Tringa melanoleuca</i>
Less yellowlegs	<i>Tring flavipes</i>
Least sandpiper	<i>Calidris minutiae</i>
Dunlin	<i>Calidris minutiae</i>
Short-billed dowitcher	<i>Limnodromus griseus</i>
Long-billed dowitcher	<i>Limnodromus scolopaceus</i>
Western sandpiper	<i>Calidris mauri</i>
Marbled godwit	<i>Limosa fedeo</i>
Sanderling	<i>Calidris alba</i>
Avocets and Stilts	
American avocet	<i>Recurvirostra americana</i>
Black-necked stilt	<i>Himantopus mexicans</i>
Phalaropes	
Northern phalarope	<i>Lobipes lobatus</i>
Gulls and Tern	
Western gull	<i>Larus occidentalis</i>
Herring gull	<i>Larus argentatus</i>
California gull	<i>Larus californicus</i>
Ring-billed gull	<i>Larus delawarensis</i>
Glaucous-winged gull	<i>Larus glaucescens</i>
Bonaparte's gull	<i>Larus philadelphia</i>
Heermann's gull	<i>Larus heermanni</i>
Forster's tern	<i>Sterna forsteri</i>
Least tern*	<i>Sterna albifrons</i>
Caspian tern	<i>Hydropygne caspia</i>
Owls	
Barn owl	<i>Tyto alb</i>
Burrowing owl	<i>Speotyto cunicularia</i>
Short-eared owl	<i>Asio flammeus</i>

*Endangered species

TABLE VIII-5

**RARE OR ENDANGERED WILDLIFE IN THE
SALTWATER WETLANDS/ESTUARINE HABITAT**

Common Name	Scientific Name	Status (List)
Fish		
Tidewater Gobi	<i>Encyclogobius newberryi</i>	Rare (Unlisted)
Birds		
California Least Tern	<i>Sterna albifrons browni</i>	Endangered (U.S.)
Belding's Savannah Sparrow	<i>Passerculus sandivrohenis beldingi</i>	Endangered (CA)
Light-footed Clapper Rail	<i>Rallus longirostris levipis</i>	Endangered (U.S.)
California Black Rail	<i>Latuallus jamaicensis coturmiculus</i>	Rare (CA)
California Brown Pelican	<i>Pelecanus occidentalis</i>	Endangered (U.S.)

c. Beaches and Dunes

Within the Planning Area can be found a full range of beach environments from the intensely used Hollywood and Silver Strand beaches to the fully protected beach areas on the Point Mugu Naval installation. Most of the coastal strand area has a low intensity human use and provides habitat for a number of plant and animal species. The beach areas receiving heavy use basically lack vegetation. Shore birds feeding on marine invertebrates in the sand are the only form of wildlife to be found.

In less trafficked areas, a considerable amount of vegetation exists. **Table VIII-6** shows typical plant species of the beach and dunes areas. One endangered plant species, *Eriastrum virgatum*, has been identified in this area.

TABLE VIII-6

**PLANT SPECIES OF THE COASTAL
STRAND/SAND DUNE HABITAT**

Common Name	Scientific Name
Natives	
Mock heather	<i>Haplopappus ericoides</i>
Sea rocket	<i>Cakile maritima</i>
San verbena	<i>Abronia</i>
Beach morning glory	<i>Convolvulus Soldanella</i>
Jaumea	<i>Jaumea carnosa</i>
Sea fig	<i>Mesembryanthemum chilense</i>
Beach primrose	<i>Oenothera cheiranthifolia suffruticosa</i>
Sea spinach	<i>Tetragonia expansa</i>
Silver beach weed	<i>Franseria Chamissonis bipinnatisecta</i>
Introduced and Weed Species	
"Dune grass"	<i>Ammophila araucaria</i>
Sweet clover	<i>Melilotus Spp.</i>

Wildlife of the coastal strand association is predominantly that of the saltwater wetlands. These include most of the shore birds identified in the previous section. Several species of shore birds utilize the beach area as a food source.

Sand dunes are found in five areas of the City's Coastal Zone and are mapped on **Figure VIII-1**. A 26-acre dune area southeast of the Fifth Street/Harbor Boulevard intersection is an excellent example of this increasingly rare habitat. Sand dune habitats are unique in their ability to survive in the normally transient and energetic environment of the beach or near-beach. Plants in the dune community have naturally adapted to form dense, well-anchored mats that are important for stabilizing the dune structure and arresting the natural migration of the sand. These sand dune plant communities also offer nesting sites for shorebirds and offer forage areas for other bird species and small mammals. Once the plants are disturbed, however, dune migration normally ensues, causing problems for public improvements and creating large expanses of barren areas that are no longer valuable as bird or small mammal habitats. Off-road vehicles have damaged these dunes, but the damage is not irreparable.

The second area of sand dunes is within the 54-acre parcel located south of Wooley Road between Harbor Boulevard and the Edison Canal. Off-road vehicles and grading for agricultural uses have disrupted part of this area, but at least 17 acres have retained their significant habitat value.

A third area of sand dunes is located adjacent to Oxnard State Beach. Low, previously disturbed dunes have reformed in this area. A chain of dunes runs parallel to the beach, from the mouth of the Santa Clara River south to Fifth Street. Most of these dunes are in either McGrath State Beach or the unimproved Mandalay State Beach. The endangered California least tern uses the dunes near the river mouth for nesting sites.

The last area of dunes is located at Ormond Beach. Paralleling the beach beyond tidal action, the low dunes provide nesting sites for a number of bird species, including the California least tern. Disruption caused by off-road vehicles has created a problem here.

2. Water Resources

Water resources in Oxnard include the Santa Clara River, Point Mugu Lagoon, the Port of Hueneme, the Channel Islands Harbor and Mandalay Bay Canal System, and McGrath Lake (see **Figure VIII-1**). Freshwater and saltwater marshes also exist in or close to the Ormond Beach area.

The City of Oxnard is in the Santa Clara-Calleguas hydrologic unit, one of two major hydrologic units in Ventura County. A hydrologic unit is a geographic area with an independent and integrated system of natural water courses and groundwater basins. In other words, all of the rivers and streams in the unit have watersheds (areas that collect rainwater and direct it to the water course) that are contained within the unit, and groundwater basin boundaries are also limited to areas within the unit.

As shown on **Figure VIII-2A**, the Oxnard Planning Area lies almost entirely within the Oxnard Plain Basin and Oxnard Forebay Basin with small portions in the Mound Basin south of the Santa Clara River, and the North La Posas Basin in the northeast. The Oxnard Plain Basin has approximately 7,800,000 acre-feet¹ of storage and is mostly confined (covered by an impermeable clay layer). The confined nature of the basin means that rain water or surface water cannot penetrate the surface of the ground and eventually replenish or recharge the basin. Recharge must take place at the margins of the basin, where the clay cap is absent.

The Oxnard Forebay Basin, which is independent of the Oxnard Plain Basin, has 1,200,000 acre-feet of storage, unconfined permeability (no clay cap or impermeable materials exist), and adequate water supplies. Sub-surface flow from the Oxnard Forebay Basin is the principal source of recharge to the Oxnard Plain Basin.

Water returned from agricultural uses degrades overall water quality because of increased mineral concentrations, nitrates, and high levels of total dissolved solids (TDS). Additional threats to surface and groundwater quality include runoff from urban and industrial uses, improperly abandoned water wells and underground storage tanks. The

¹ An acre-foot is the amount of water that can cover an acre to a depth of one foot (325,581 gallons).

potential for groundwater contamination is higher in recharge areas where the clay cap is absent.

The quality of water for the Oxnard area has been observed to be degrading by 1 percent per year. In 1981, the water quality for the Oxnard Plain Basin and Oxnard Forebay Basin was rated "good" to "injurious" by the Regional Water Quality Control Board (RWQCB) due to high concentrations of dissolved minerals and solids.



GENERAL PLAN

SOUTHERN VENTURA COUNTY GROUNDWATER BASINS

— DRAINAGE AREA BOUNDARY

— PLANNING AREA

SOURCE PUBLIC WORKS AGENCY
FLOOD CONTROL

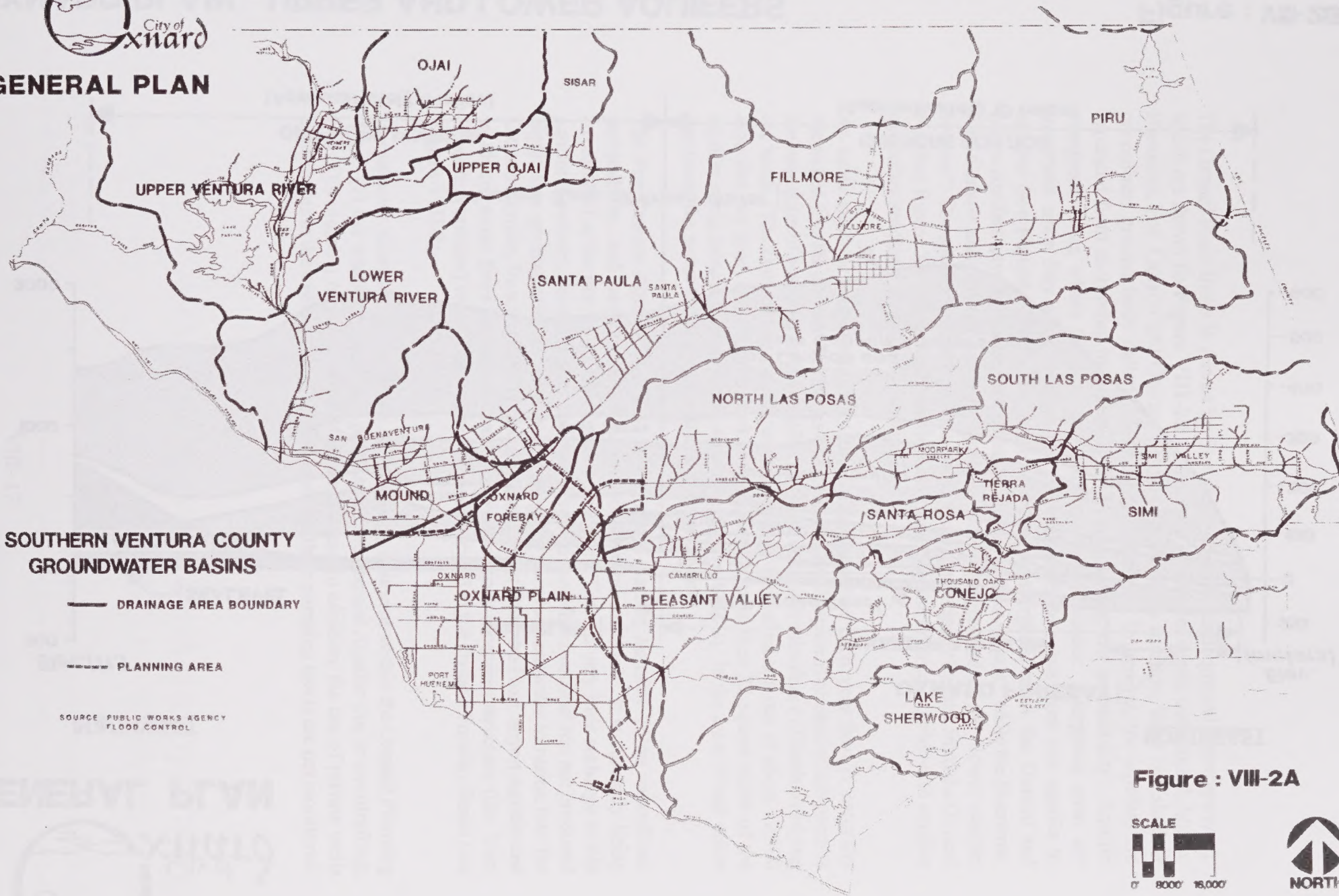


Figure : VIII-2A

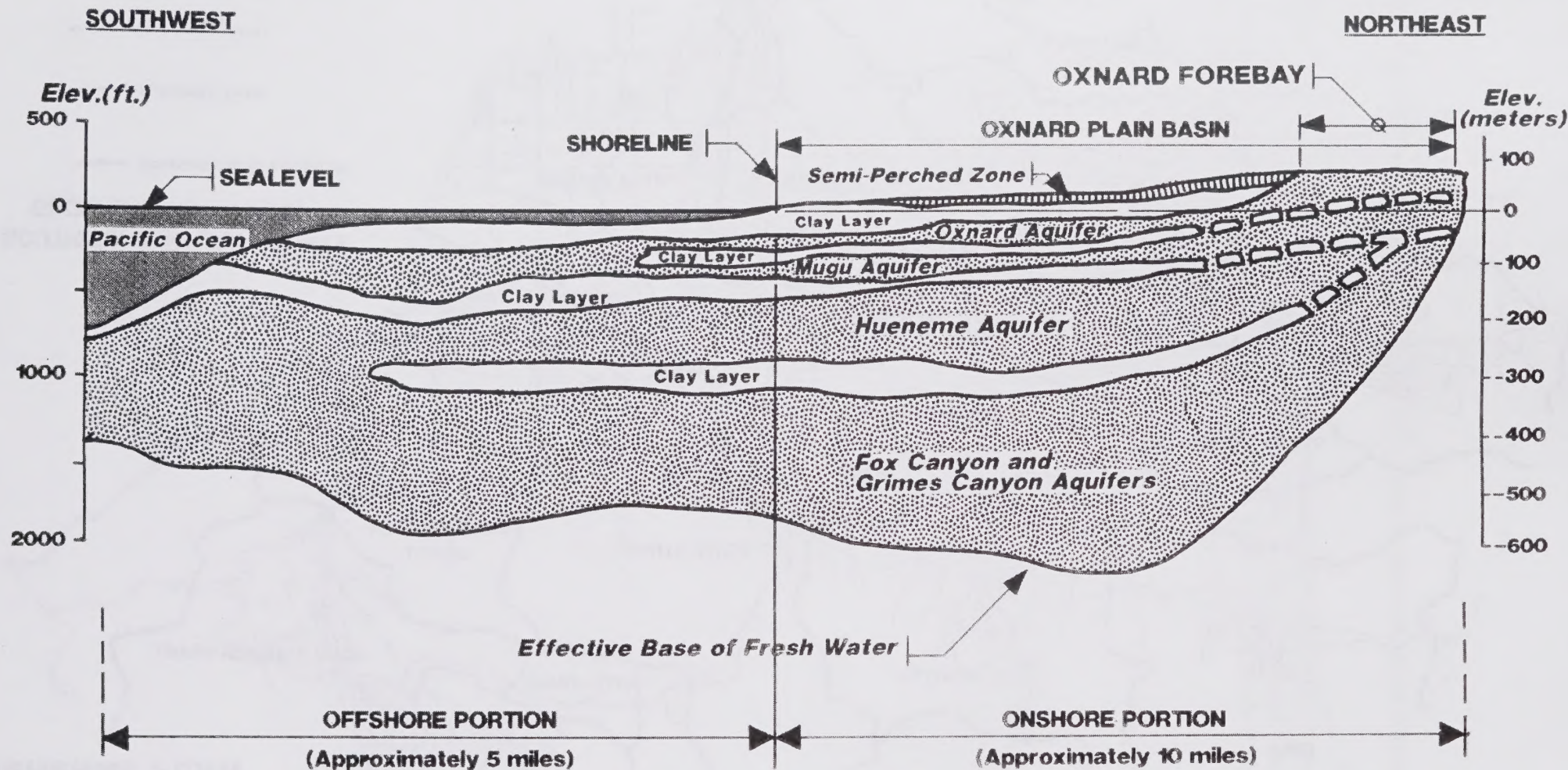
SCALE
0' 8000' 16,000'





**City of
oxnard**

GENERAL PLAN



OXNARD PLAIN - UPPER AND LOWER AQUIFERS

Figure : VIII-2B

The Oxnard Plain Basin is served by five major aquifers (underground water systems), which are shown on **Figure VIII-2B**. These are, in order of depth, the Oxnard, Mugu, Hueneme, Fox Canyon and Grimes Canyon aquifers. In addition, there is a shallow unconfined ground body called the semipерched zone. In general, the aquifers are separated from each other by layers of silt or clay having low permeability. Aquifer mergence exists where the low permeability layer is absent. Mergence areas are important since they offer avenues for polluted water to move from one aquifer to another (see **Figure VIII-3**). Because of extensive mergence areas, the Oxnard and Mugu aquifers have been categorized as the "upper aquifer system," while the Hueneme, Fox Canyon and Grimes Canyon aquifers have been grouped as the "lower aquifer system." The aquifers of both systems are recharged principally by flow from the Oxnard Forebay Basin. The majority of the flow is retained by the Oxnard Aquifer with smaller quantities reaching the underlying aquifers.

As more water is withdrawn from the Oxnard Aquifer each year than is naturally recharged into the aquifer (known as overdrafting) an air space is created which permits the migration of seawater from neighboring soils or causes subsidence of lands overlying the basin. The Oxnard Aquifer is currently being overdrafted at a rate of about 12,400 acre-feet per year, and the overdraft has resulted in more than 22 square miles of the aquifer being intruded upon by seawater (see **Figure VIII-3**). In the areas of salt water intrusion, the water is no longer suitable for agriculture.

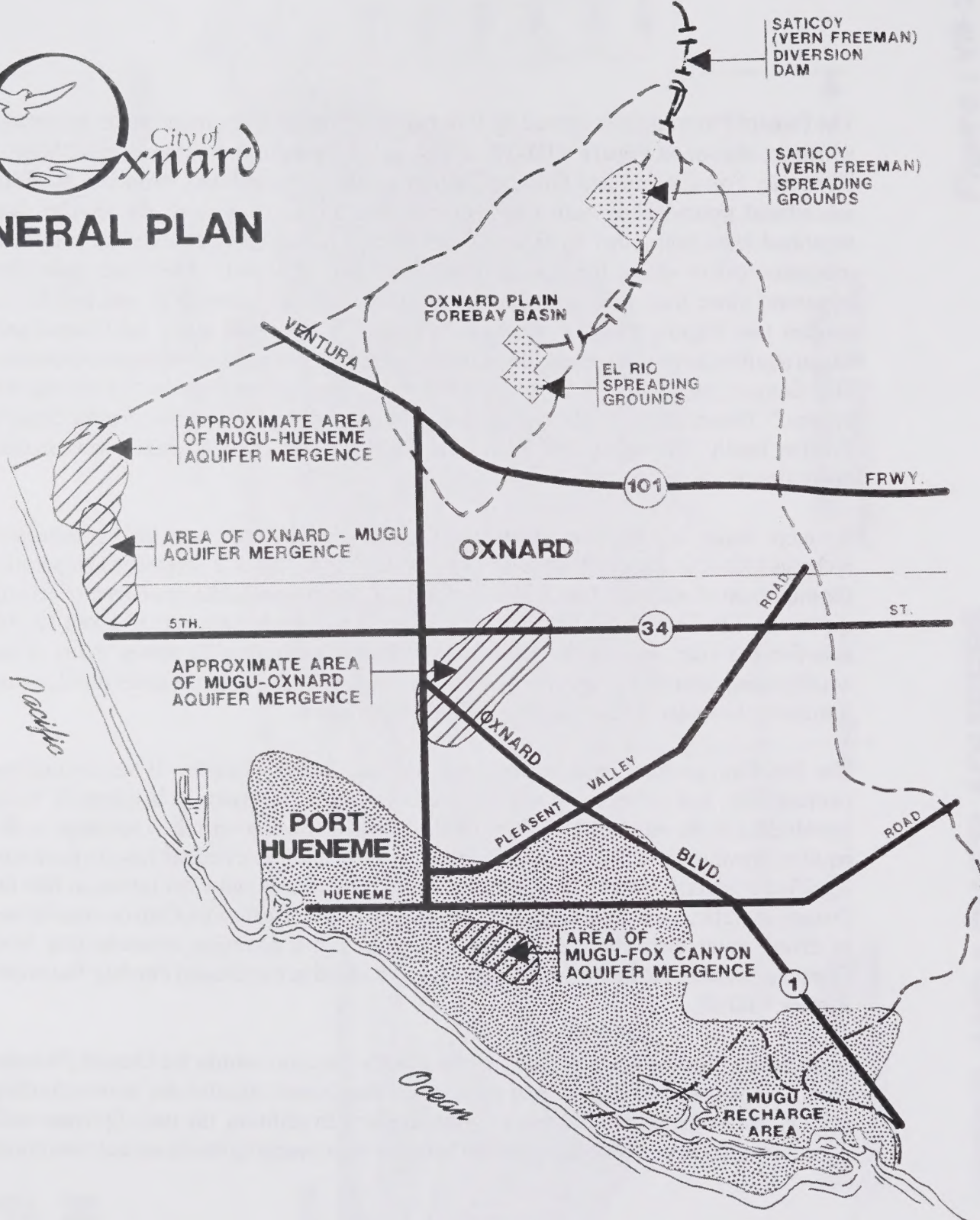
The Fox Canyon Aquifer is located inland of the Oxnard Aquifer. It has unconfined permeability, and currently is not subject to saltwater intrusion. It is currently being overdrafted at the rate of 18,700 acre-feet per year. There is very little recharge to this aquifer, however, water supplies are extensive and therefore overdraft has not produced significant adverse effects. As part of a program to reduce saltwater intrusion into the Oxnard Aquifer, Ventura County plans to pump water from the Fox Canyon Aquifer and to divert water from the Santa Clara River through a diversion structure (the Vern Freeman structure) to artificial recharge ponds located in the Oxnard Forebay Basin (see **Figure VIII-3**).

In summary, there are two primary water quality concerns within the Oxnard Planning Area: (1) sea water intrusion into portions of the Oxnard Aquifer due to overdrafting; and (2) increasing mineralization of groundwater. In addition, the use of private wells contributes to the overdrafting problem because their pumping levels are not monitored.



City of
oxnard

GENERAL PLAN



EXISTING SEAWATER INTRUSION IN OXNARD AQUIFER ZONE

NOTE:
INTRUSION EXTENDS APPROX. 22 SQ. MILES

Figure : VIII-3

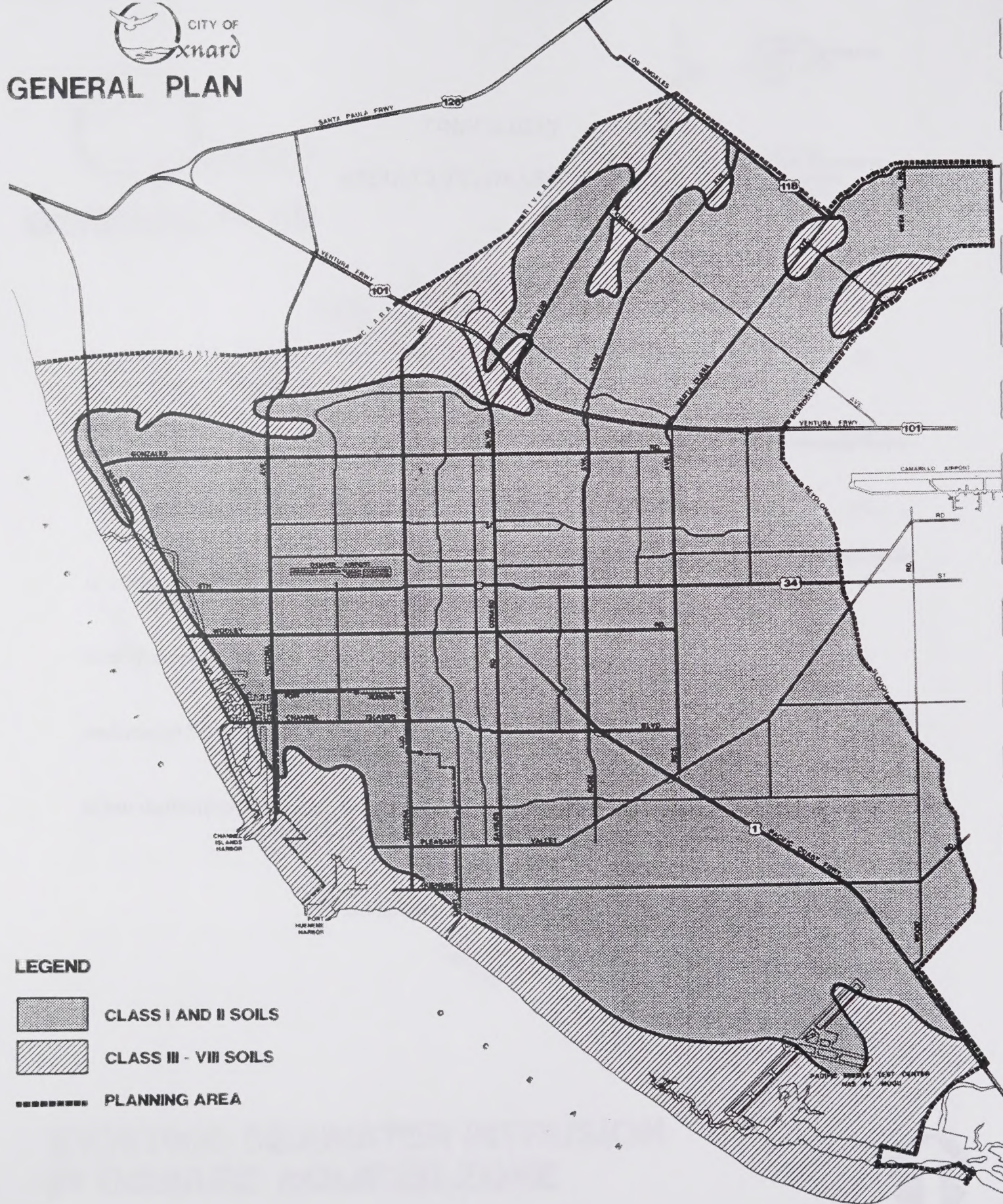


TABLE VIII-7
SOILS CAPABILITY CLASSES

<u>Class</u>	<u>Limitation</u>
I.	Few limitations that restrict their use.
II.	Some limitations that reduce the choice of plants or that require moderate conservation practices.
III.	Severe limitations that reduce the choice of plants and/or require special conservation practices.
IV.	Very severe limitations that reduce the choice of plants and/or require very careful management.
V.	Not likely to erode but have other limitations, restricting their use largely to pasture, range, woodland, or wildlife habitat.
VI.	Severe limitations that make them generally unsuitable for cultivation and restrict their use largely to pasture, range, woodland, or wildlife habitat.
VII.	Very severe limitations that make them unsuitable for cultivation and restrict their use largely to pasture, range, woodland, or wildlife habitat.
VIII.	Limitations that preclude their use for commercial plants and restrict their use to recreation, wildlife habitat, water supply, or aesthetic purposes.

Source: U.S. Department of Agriculture Soil Conservation Service.

GENERAL PLAN



LEGEND

-  CLASS I AND II SOILS
-  CLASS III - VIII SOILS
-  PLANNING AREA

Figure: VIII-4

SOIL CLASSIFICATIONS



B. Open Space for Managed Production of Resources

These areas include land used for agriculture, mineral and gravel extraction, and oil production. There are no timber resources identified within the Oxnard Planning Area, and therefore no open space lands have been designated for this resource.

1. Agriculture

a. Agricultural Soils

The deep, alluvial soils of the Oxnard Plain have been classified by the U.S. Department of Agriculture (USDA) Soil Conservation Service (SCS) to determine soil capability for agriculture production. The SCS mapping program rates the agricultural suitability of soils in terms of both the Land Use Capability Classification System (I-VIII) and the Storie Index (0-100). These are each discussed below.

The SCS Land Use Capability Classification System takes into consideration soil limitations and the way in which soils respond to treatment. Capability classes range from Class I soils, which have few limitations restricting their use for agriculture, to Class VIII soils, which are unsuitable for agriculture. **Table VIII-7** includes definitions of the various soil classes.

As **Figure VIII-4** illustrates, the majority of soils in the City's Planning Area are Class I and II, which by definition constitute "prime agricultural soils" under the SCS Land Use Capability Classification System. Class III-IV soils are considered "sub-prime," and classes IV-VIII are "non-prime." **Figure VIII-4** also shows that only limited areas of Oxnard have soils that are not considered prime agricultural soils.

The Storie Index, the second method for soil classification, expresses the relative degree of soil suitability for general intensive farming, based solely on soil conditions and characteristics. The following tabulation shows the six grades and the range of the Storie Index rating:

Grade	Index Rating
1	80 to 100
2	60 to 79
3	40 to 59
4	20 to 39
5	10 to 19
6	Less than 10

Soils in Grade 1 are rated excellent and are very well suited to general intensive farming. Grade 2 soils are rated good and are well suited to general farming. Grade 3 soils are only fairly well suited, Grade 4 soils are poorly suited and Grade 5 are

very poorly suited to general intensive farming. Soils and miscellaneous areas that are not suited for farming are in Grade 6.

Most of the agricultural land in the Oxnard area is outside the City limits and 1981 Sphere of Influence. This is due to the conversion of the majority of lands within the Oxnard City boundary to urban uses, removing these prime soils from active agricultural production. A large portion of the existing agricultural land is in the Oxnard-Camarillo Greenbelt.

The following soil associations are present within the Oxnard area, as illustrated on **Figure VIII-5:**

- Pico-Metz-Anacapa Association: Level to moderately sloping, very deep, well-drained sandy loams and very deep, somewhat excessively drained loamy sands. Soil depth can be up to 60 inches or more. The soils of this association are Class II and Class III and are some of the most productive soils. Their agricultural use is for irrigated vegetables, citrus crops, field crops, strawberries, walnuts, and avocados.
- Mocho-Sorrento-Garretson Association: Level to moderately sloping, very deep, well-drained loams to silty clay loams. Soil depth can be up to 60 inches or more. The soils in this association are Class I and Class II, and are some of the most productive soils in the City. Their agricultural use is for irrigated vegetables, citrus crops, field crops, strawberries, walnuts, and avocados.
- Camarillo-Hueneme-Pacheco Association: Level and nearly level, very deep, poorly drained loamy sands and silty clay loams. Soil depth can be up to 60 inches or more. The soils in this association are Class II soils and are also some of the most productive in the City. They are used for irrigated vegetables, field crops, lemons, and strawberries. In undrained areas, there is a seasonal water table within a depth of 2 feet and periodically the soils contain soluble salts.
- Riverwash-Sandy Alluvial Land-Coastal Beaches Association: Level to gently sloping, excessively drained to poorly drained stratified sandy, gravelly and cobbly material with only a small amount of silt and clay. This soil association is subject to flooding, scouring and deposition during and immediately following storms. This soil association has a Class VIII rating and is unsuitable for agriculture.
- Ricon-Huerhuero-Azule Association: Level to moderately steep, very deep, well drained and moderately well drained, very fine sandy loams to silty clay loams that have a slowly and very slowly permeable sandy clay subsoil.

The Camarillo-Hueneme-Pacheco association covers almost all of the area of the City of Oxnard. Limited amounts of the Pico-Metz-Anacapa association are located along

the Santa Clara River. A finger of the Mocho-Sorrento-Garretson association extends into the City from the north and is located east of Oxnard Boulevard and north of West Fifth Street. The Riverwash-Sandy Alluvial Land-Coastal Beaches Association is located along the entire coastline of the City. The Ricon-Huerhuero-Azule Association occupies a small area in the northeast portion of the Planning Area.

b. Agricultural Production and Prime Agricultural Lands

The deep alluvial soils of the Oxnard Plain provide a highly fertile natural resource for agricultural production. The availability of water, coupled with the region's unique climate, contributes to a year-round growing season with almost 365 frost-free days per year. Within the City's Planning Area, 22,782 acres of land are under agricultural production. Of the 4,194 acres of land to be developed under the 2020 General Plan, approximately 3,531 acres are currently in agricultural use;¹ of which all but 198 acres are within the City's 1981 Sphere of Interest (see Table VIII-8A). At buildout, a total of 19,251 acres of agricultural land will remain in the Planning Area.

Since the mid-seventies, the total acreage of farmland within Ventura County has stayed fairly stable, at approximately 300,000 acres. Total acres harvested each year throughout Ventura County remains roughly a third of the total farmland available. The overall mix of agricultural crops within the County has varied over the years, but the top three agricultural crops from 1975 to 1987 have been lemons, strawberries and celery.²

Past and present agricultural patterns within the Oxnard Planning Area have been similar with respect to the most important crops.

¹It should be noted that 311 of these acres which are designated as Public Utility/Energy Facility serve as a buffer area for the Edison Co. generating plant near Ormond Beach and are expected to remain in some form of agricultural or open space use.

²Source: Office of Ventura County Agricultural Commissioner.

GENERAL PLAN

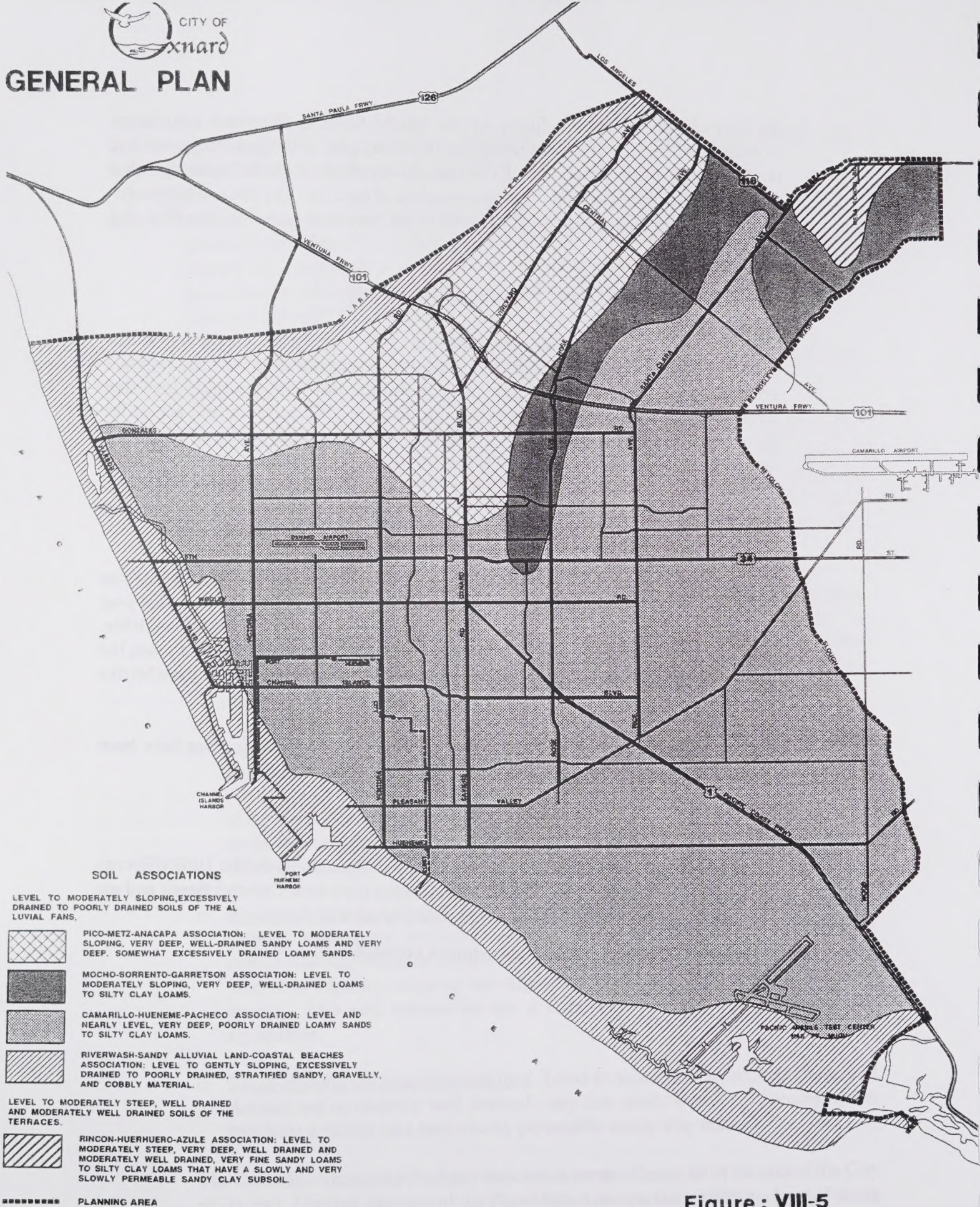


Figure : VIII-5



c. Agricultural Land Contracts

The California Land Conservation Act, also known as the Williamson Act, was adopted in 1965. The purpose of the Williamson Act is to encourage the preservation of the states agricultural lands and to avoid their "premature and unnecessary" urbanization. To implement this legislative objective, the Williamson Act established an agricultural preserve contract procedure by which the county or city could stabilize taxes on certain qualifying lands in return for the owner's guarantee to keep the lands in agricultural preserve status for a ten-year period. Each year, on the anniversary date of the contract, the contract is renewed automatically unless notice of non-renewal is given. Thus, at any given date, each agricultural preserve contract is always operable at least nine years into the future.

There are currently 3,363 acres under agricultural preserve contracts within the City's Planning Area. The contract lands are illustrated in **Figure VIII-6** and are listed on **Table VIII-8B**.

TABLE VIII-8A
AGRICULTURAL LAND CONVERSION TO URBAN USES

AREA	EXISTING AG LAND	AG LAND CONVERSION	NET AG LAND REMAINING
<u>Study Areas</u>			
1	275	275	0
2	25	25	0
3	475	475	0
5	175	175	0
7	24	24	0
8 (PR)	200+	50*	150
9	86++	86*	0
10 (PR)	610+	12*	598
11	152	0	152 ^a
12	178	0	178 ^a
13 (PR-part)	2,563	0	2,563 ^a
14	185	185	0
15 (PR)	319	50*	269
16	<u>2,506</u>	<u>946</u>	<u>1,560</u> ^b
SUBTOTAL (Acres)	7,773	2,303	5,470
<u>Miscellaneous</u>			
NIAD	714	714	0
North of Gonzales	86	86	0
Airport Area	117	117	0
Mandalay Bay	195	195	0
Outside Study Areas 9 and 16 (does not include Game Reserve)	1,228	116	1,112 ^b
Oxnard-Camarillo Greenbelt (exclusive of Study Areas 8, 9 & 10)	<u>12,669</u>	<u>0</u>	<u>12,669</u>
SUBTOTAL (Acres)	15,009	1,228	13,781
TOTAL (Acres)	22,782	3,531	19,251

* Outside 1981 Sphere (198 acres)

+ Within Oxnard-Camarillo Greenbelt (total of 62 acres to be converted)

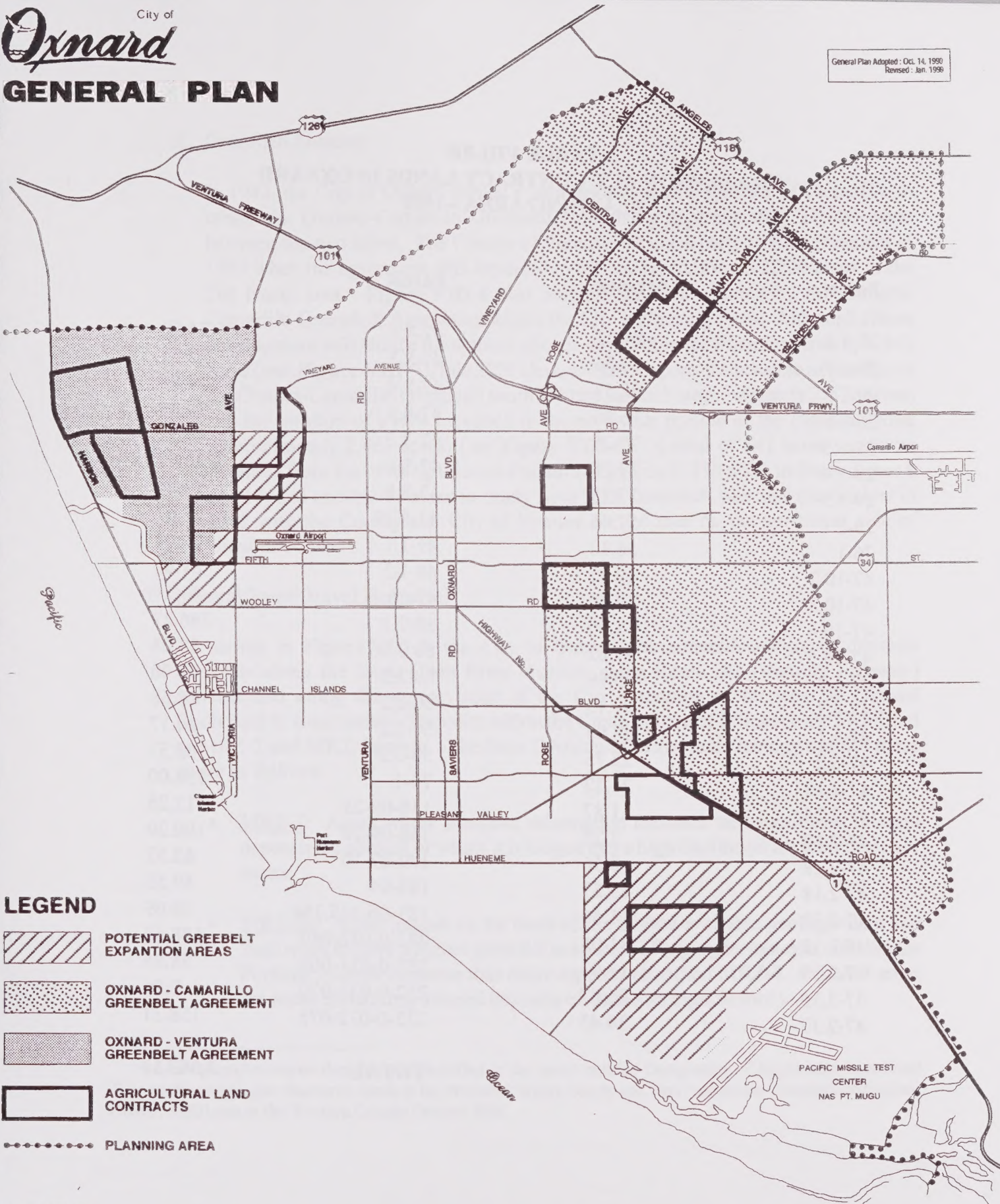
++ 31 acres within Oxnard-Camarillo Greenbelt (all to be converted)

a Portions proposed for new Oxnard-Ventura Greenbelt (total 2,461 acres)

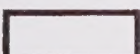
b Proposed for addition to Oxnard-Camarillo Greenbelt (total 2,672 acres)

PR Planning Reserve

GENERAL PLAN



LEGEND

-  POTENTIAL GREENBELT EXPANTION AREAS
-  OXNARD - CAMARILLO GREENBELT AGREEMENT
-  OXNARD - VENTURA GREENBELT AGREEMENT
-  AGRICULTURAL LAND CONTRACTS
-  PLANNING AREA

1990 GREENBELT AGREEMENTS AND AGRICULTURAL CONTRACTS

Figure : VIII - 6



TABLE VIII-8B
WILLIAMSON ACT CONTRACT LANDS IN OXNARD
PLANNING AREA --1990

Parcel	Acreage	Parcel	
29-1.8	84.57	47-4.1	34.50
29-1.7	89.56	47-8.3	22.31
29-1.9	85.33	47-8.4	14.76
29-1.6	176.59	47-8.5	39.74
29-1.5	77.25	47-8.5	40.94
29-1.4	77.25	47-8.6	20.97
29-1.3	77.25	47-8.8	19.44
29-2.1	57.66	47-8.10	27.67
76-1	56.30	49-1.1	109.04
47-10.2	49.95	49-1.2	81.82
47-10.3	30.36	47-10.1	41.29
47-10.4	31.60	50-2.1	346.27
47-10.5	59.82	50-2.2	58.24
47-6.3	49.99	50-2.2	52.00
47-6.3	97.13	50-2.2	25.68
47-6.1	28.04	50-2.2	24.17
47-6.2	32.75	50-2.2	162.53
47-2.15	21.12	75-1	134.00
47-2.24	11.87	138-09-25	112.25
47-2.18	2.22	138-09-26	100.20
47-2.18	0.56	179-07-10	62.52
47-2.18	35.57	183-04	89.53
47-2.18	11.54	183-06-165,164	59.69
47-2.18	11.05	232-0-032-040	158.60
47-2.18	13.03	232-0-031-060	38.95
47-2.15	26.87	232-0-031-070	2.06
47-2.17	30.43	232-0-032-075	158.31
		TOTAL	3,363.14

d. Greenbelt Policies

In 1982, the City of Oxnard signed a joint resolution with the City of Camarillo to create the Oxnard-Camarillo Greenbelt comprising approximately 27,000 acres between the two cities. The County of Ventura became a party to the agreement in 1983 when the agreement was amended to include an additional 2,200 acres in the Del Norte area. **Figure VIII-6** also presents the area covered by the Oxnard-Camarillo Greenbelt Agreement within the City's Planning Area. Although future development will reduce the amount of open land within the Planning Area by 4,442 acres (see **Figure VIII-7**), this 2020 General Plan supports the possible expansion of the Oxnard-Camarillo Greenbelt south of State Route 1 (approximately 2,672 acres) and the creation of a new greenbelt in the northwest portion of the Planning Area (approximately 2,461 acres) (see **Figure VIII-6**). A total of 841 acres would be detached from the existing Oxnard-Camarillo Greenbelt; 810 acres in Study Areas 8 and 10, and another 31 acres in Study Area 9. A Greenbelt was also established in 1992 with the County and City of Ventura for the area on the northwest side of Oxnard.

2. Mineral/Sand/Gravel Resources

As shown in **Figure VIII-8**, the City of Oxnard has mineral/sand/gravel deposits primarily along the Santa Clara River channel, along Route 101 (Ventura Freeway) corridor and along the eastern edge of the City extending as far west as Oxnard Boulevard in some areas.¹ Deposits within the City's Sphere of Influence are identified as MRZ-2 and MRZ-3a areas. The State Division of Mines and Geology defines these zones as follows:

- **MRZ-2:** Areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists.
- **MRZ-3a:** Areas judged on the basis of the limited available geologic data and field work to have a higher potential as sources of aggregate material suitable for Portland cement concrete than other deposits classified MRZ-3. (MRZ-3 areas are areas containing mineral deposits of unknown significance).

¹These mineral resource deposits are identified in the report entitled Designation of Regionally Significant Construction Aggregate Resource Areas in the Western Ventura County and Simi Production-Consumption Regions (March 1982) and in the Ventura County General Plan.

Due to the importance of mineral deposits, specifically aggregate materials such as sand and gravel, the State Surface Mining and Reclamation Act (SMARA, 1975) required each jurisdiction with an MRZ-2 Zone to prepare a Mineral Resource Management Plan to protect access to mineral resources and to require reclamation activities when mining operations are closed. The County of Ventura has adopted a Mineral Resource Management Plan that includes policies requiring:

- Establishment of land use categories to allow timely mineral extraction in areas classified as MRZ-2 or designated to be of regional or statewide significance and the designation of land use zones to preserve mineral extraction access
- Establishment of buffer zones around MRZ-2 Zones to allow the continued extraction of minerals and to avoid land use incompatibilities between mining activities and land uses surrounding the MRZ-2 Zones.

According to the plan, compatible land uses would include the following:

- Very Low Density Residential (0.1 units/acre)
- Extensive Industrial
- Recreation/Open Space
- Agriculture

The City's MRZ-2 area encompasses the course of the Santa Clara River through Oxnard and also a corridor of land along U.S. Route 101 (Ventura Freeway) from the Santa Clara River eastward to approximately Del Norte Avenue. Land use designations established within this MRZ-2 area provide for the timely extraction of mineral resources.

3. Oil and Gas Resources

The City of Oxnard has four oil and gas fields within its current Sphere of Influence: West Montalvo, El Rio, Santa Clara Avenue and Oxnard (see **Figure VIII-9**). The West Montalvo Field includes the area along the coastline and upstream from the mouth of the Santa Clara River and contains approximately 145 wells. The El Rio Field, located around the crossing of Route 101 (Ventura Freeway) and the Santa Clara River, contains approximately 9 wells. The Santa Clara Avenue Field, located near Nyeland Acres, contains approximately 21 oil and gas wells. The Oxnard Field contains approximately 291 wells. An additional 50 abandoned oil well sites are located around the City but not within the identified oil fields. Major petroleum companies with leases in the City of Oxnard include Chevron, Shell, Texaco, Mobil, and Western LNG. The remainder of the leases is with smaller independent companies.

GENERAL PLAN

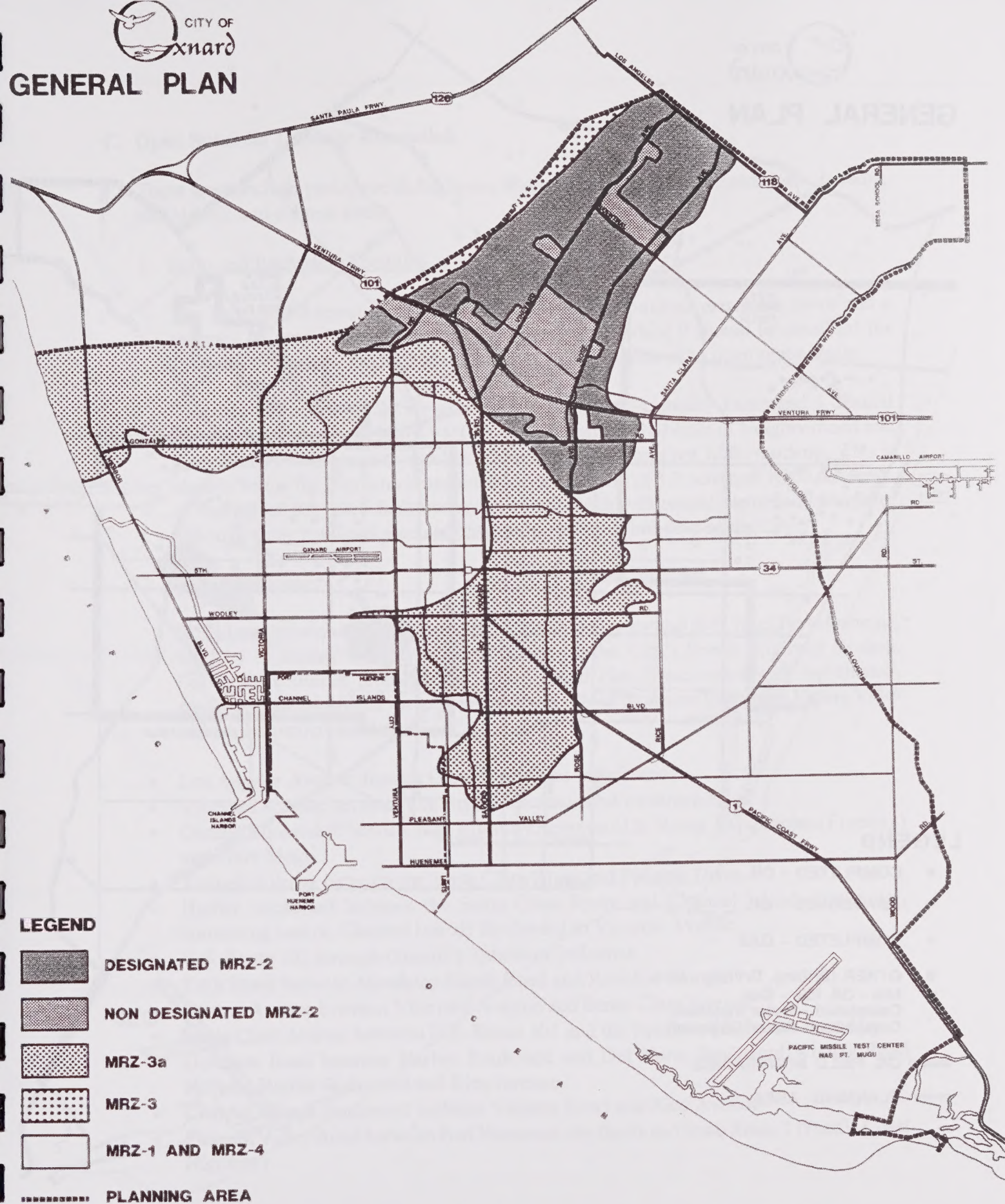


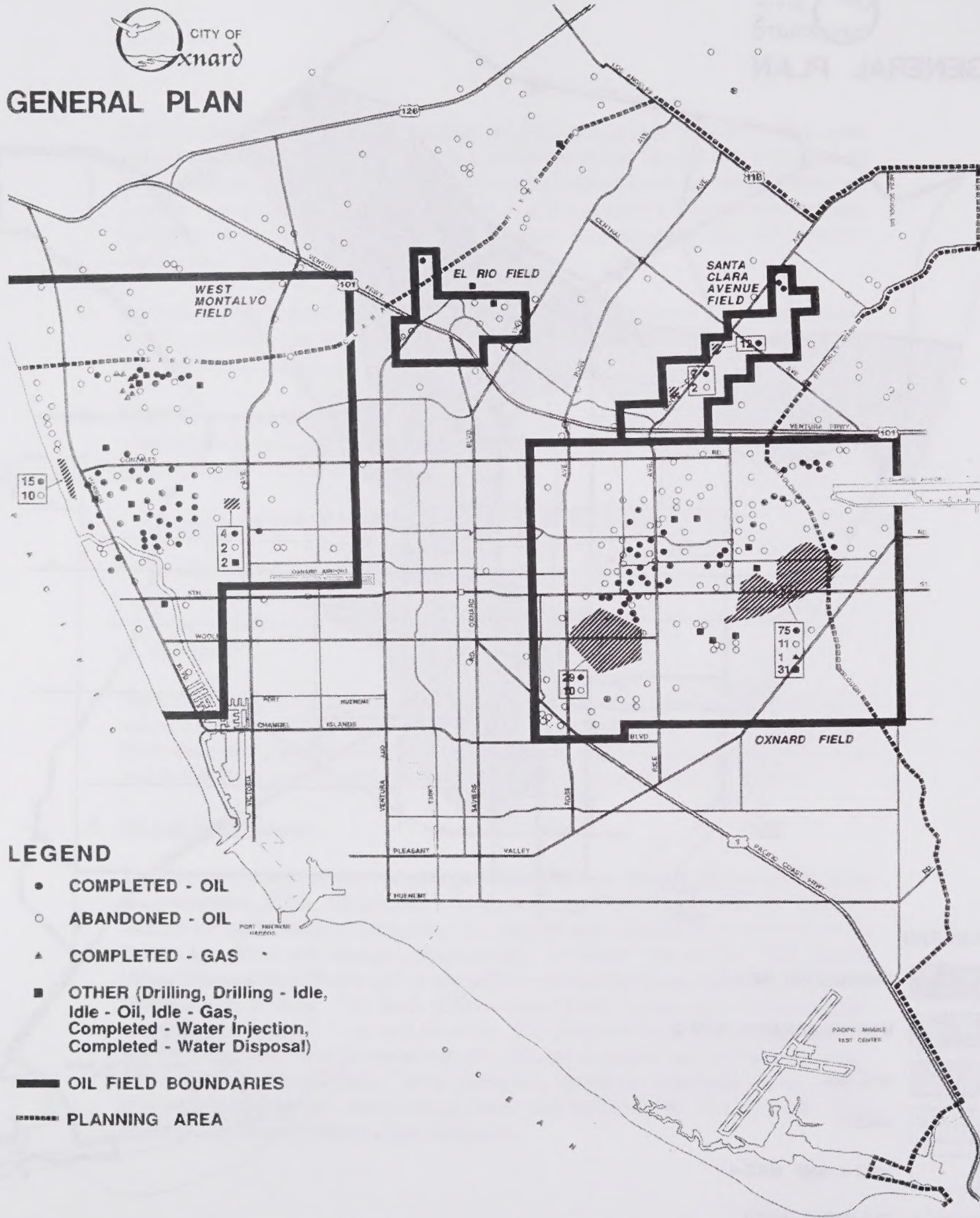
Figure : VIII-7

MINERAL RESOURCES





GENERAL PLAN



OIL AND GAS RESOURCES

C. Open Space for Outdoor Recreation

These areas include parks, scenic highways and trail systems, beaches and rivers, harbors, and historic and cultural sites.

1. Parks and Recreation Facilities

The Parks and Recreation Element details the City's outdoor recreation needs and a program for providing future recreation open space. While it should be consulted for specific information, the following is a brief summary related to open space issues.

The City has a total of 23 Neighborhood Parks, 4 Community Parks and 6 Special Purpose Facilities (see **Figure VIII-7**). The current overall ratio of Neighborhood and Community Park acreage to number of residents is 2.8 acres per 1,000 residents. This is slightly below the City's recommended service density of 3.0 acres per 1,000 residents. A number of new park facilities are planned which will remedy current deficiencies although some localized shortages may exist with full buildout of the City.

2. Scenic Highways

In conjunction with the planning staffs of Ventura County and the City of Port Hueneme, the City of Oxnard initially selected routes for the City's Scenic Highway System. During the course of preparing the 2020 General Plan, these routes were reevaluated, confirmed and additional routes were selected. These routes are mapped in **Figure VII-9** and are summarized below:

- Los Angeles Avenue through Oxnard's Sphere of Influence
- Vineyard Avenue between Los Angeles Avenue and Patterson Road
- Oxnard Boulevard/Pacific Coast Highway between U.S. Route 101 (Ventura Freeway) and Point Mugu
- Victoria Avenue between the Santa Clara River and Panama Drive
- Harbor Boulevard between the Santa Clara River and Channel Islands Boulevard, continuing east on Channel Islands Boulevard to Victoria Avenue
- U.S. Route 101 through Oxnard's Sphere of Influence
- Fifth Street between Mandalay Beach Road and Revolon Slough
- Central Avenue between Vineyard Avenue and Santa Clara Avenue
- Santa Clara Avenue between U.S. Route 101 and the Sphere of Influence boundary
- Gonzales Road between Harbor Boulevard and Del Norte Boulevard Wooley Road between Harbor Boulevard and Rice Avenue
- Channel Islands Boulevard between Ventura Road and Rice Avenue
- Pleasant Valley Road between Port Hueneme city limits and State Route 1 (Pacific Coast Highway)



GENERAL PLAN

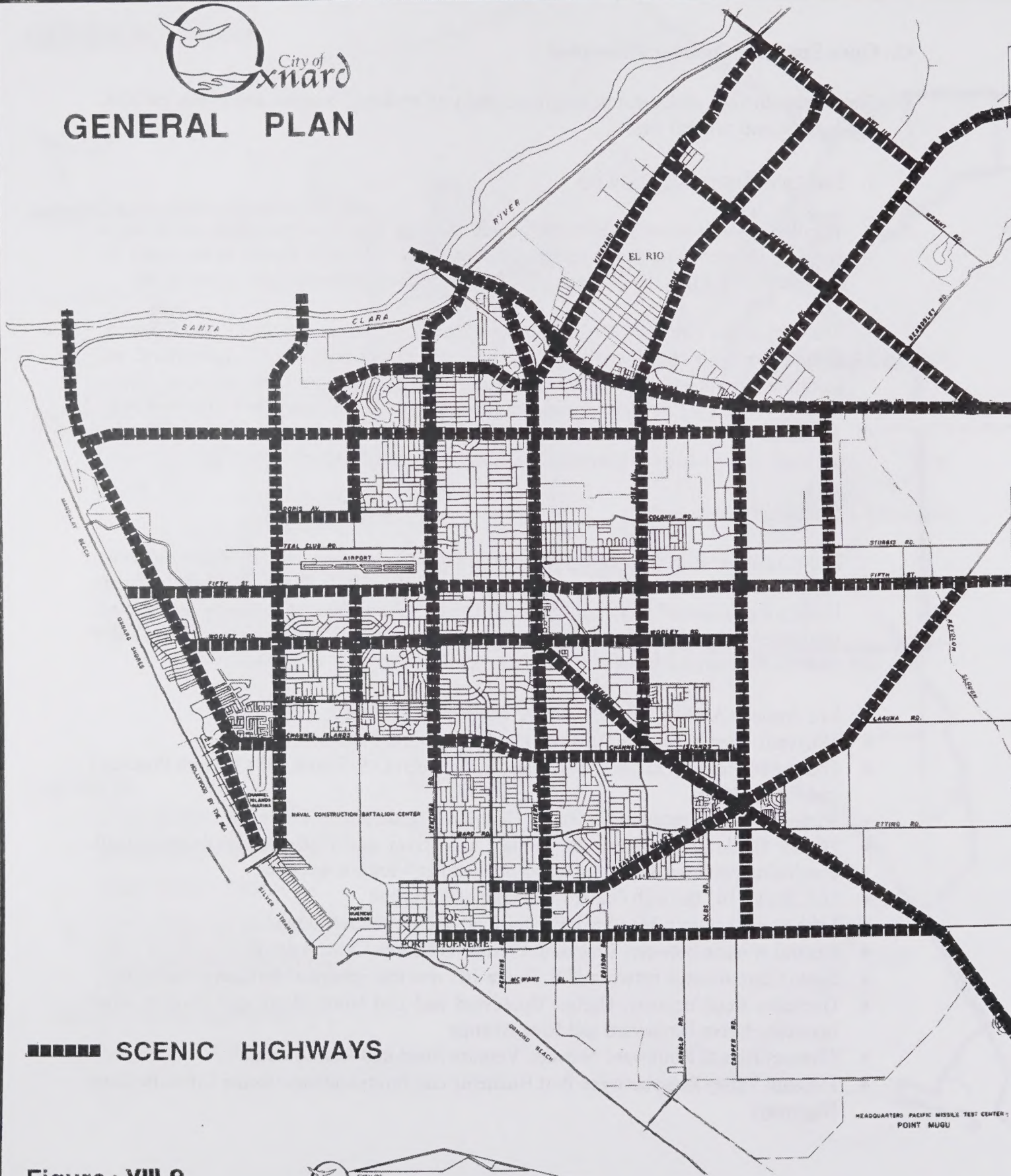
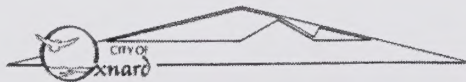


Figure: VIII-9



- Hueneme Road between Port Hueneme city limits and State Route 1 (Pacific Coast Highway)
- Del Norte Boulevard between U.S. Route 101 and Fifth Street
- Rose Avenue between U.S. Route 101 and State Route 1 (Pacific Coast Highway)
- Rice Avenue between U.S. Route 101 and State Route 1 (Pacific Coast Highway)
- Saviers Road between Oxnard Boulevard and Channel Islands Boulevard
- Ventura Road between U.S. Route 101 and Teakwood Street
- Patterson Road between Fifth Street and Hemlock Street and between Vineyard Avenue and Doris Avenue
- Doris Avenue between Victoria Avenue and Patterson Road

3. Trail Systems

In addition to the coastal access program contained in the Oxnard Coastal Land Use Plan, additional access will be provided through the development of a bicycle/hiking trail system along the Santa Clara River and throughout the coastal zone linking the beach and harbor areas.

The Bicycle Facilities Master Plan identifies several areas in which such facilities could be used to connect open space areas. These include a coastal recreational bike path linking McGrath State Beach, Mandalay Beach Park, and Oxnard State Beach. This system would connect to the Pacific Coast Bicycle/Hiking Route (Caltrans) and Scenic Alternative Bicycle/ Hiking Route (State Department of Parks and Recreation).

Equestrian and hiking trails are planned within the Santa Clara River corridor as part of the proposed Ventura County Santa Clara River Park. Additional proposed hiking trails to connect this system with beach and dune areas along the coast are identified in the 2020 Open Space and Conservation Map (**Figure VIII-10**), however, exact alignments have not been selected. Access to the approximate 26-acre Northern Dunes Area will be constrained due to the unique resource value. A raised trail system or similar method will provide pedestrian and bicycle access. Access to the 54-acre Southern Dunes Area in part will be controlled as in the Northern Dunes Area, however, some areas may also be appropriate for more intense interpretive uses.

4. Scenic Resources

The beaches and coastline are recognized as Oxnard's primary natural scenic resources. Good views to the offshore Channel Islands also exist. The sand dunes south of Fifth Street and south of Wooley Road, the lower dunes in the Mandalay Beach State Park north of Fifth Street, and the Ormond Beach dunes and wetlands are all recognized as scenic visual resources. The Coastal Mountains behind the City provide scenic views from areas within the City.

Scenic inland areas include parts of the Santa Clara River, agricultural greenbelt fields and orchards, and eucalyptus/cypress windrows. These scenic resources are further discussed in the Community Design Element.

5. Beaches, Rivers and Harbors

a. Beaches

There are three state beaches in the City, McGrath State Beach, Mandalay State Beach Park and Oxnard State Beach Park (see **Figure VIII-1**). In addition there are public beaches at Oxnard Shores, Hollywood-by-the-Sea, Silver Strand and Ormond Beach.

(1) McGrath State Beach

This 295-acre state park located along Harbor Boulevard, south of the Santa Clara River, provides both vertical and lateral access to the ocean. Some access in the area of the Santa Clara River is limited due to sensitive habitat areas. Existing facilities include 174 camping spaces, nature trails, and bicycle camping facilities. Bike trails and improved bike camping areas are planned. This facility provides camping and nature activities and is administered by the State Department of Parks and Recreation.

(2) Mandalay Beach State Park

This 104-acre park is located northwest of the intersection of Harbor Boulevard and Fifth Street. The park is owned by the State of California and is presently undeveloped. Lateral and vertical access is available to pedestrians. Planned improvements will provide day-use facilities and group areas, and improved bicycle and pedestrian access. A portion of the property has a Resource Protection designation that may limit vertical access to marked trails. Pedestrian access along the Edison property to McGrath State Beach is also planned. This undeveloped facility would provide day use activities as well as camping facilities for cyclists.

(3) Oxnard Beach Park

This developed park is owned and operated by the City of Oxnard and provides day use activities for families and groups. It includes a formal park area and about seven acres of beach. It provides beach access and 300 parking spaces.

(4) Oxnard Shores

Vertical and horizontal access is provided at two publicly-owned beaches in this residential neighborhood. Vertical access is provided off Mandalay Beach Road, Capri Way, and Neptune Square. Lateral access is achieved along the length of the public beachfront.

Located between Mandalay and Oxnard State Beach Parks, use of the beach is principally by residents of the adjacent neighborhood, however, it also attracts citywide users particularly to the Neptune Square and Northern Areas.

(5) Hollywood and Silver Strand Beaches

Like Oxnard Shores, principal users of these County-maintained beaches are adjacent residents but the beaches are also popular with area residents and surfers.

(6) Ormond Beach

Perkins Road and Arnold Road provide vertical access to Ormond Beach. Perkins Road bisects an industrial area, and a public parking lot has been constructed at the terminus. Arnold Road is a narrow rural road with a public parking lot at its terminus. The road is subject to flooding during the rainy season. Vehicle and pedestrian access to parts of the Ormond Beach area will be restricted due to the resource and habitat significance, particularly in the wetland areas off Arnold Road.

The large beach area is currently in an irregular ownership pattern with private parties as well as the State and City having real property interests. Poor access and incompatible adjacent land use inhibit significant park use.

b. Harbors

Two harbors serve Oxnard. Channel Islands Harbor is principally a recreational facility but does berth commercial fishing vessels and is the location of a Coast Guard station. The Port of Hueneme is a deepwater harbor used by both the U.S. Navy as a supply point for the Pacific Ocean Naval Facilities and the Oxnard Harbor District that maintains and manages a commercial port area.

Harbor facilities include boat ramps, hoists, berths, fuel dock, and boat trailer parking. Channel Islands Harbor Park is along most of the inner perimeter of the harbor; features include grassy picnic areas, restrooms with showers, and a beach area.

Development of a large mixed-use project at Mandalay Bay along the east side of the Edison Canal south of Wooley Road will provide many access opportunities. City parks will provide vertical access along many visitor-serving uses. Many water-oriented recreational activities such as swimming and sailing will be provided for in addition to the lateral access along the waterways.

c. Rivers and Streams

The Santa Clara River is the major natural drainage facility in the Planning Area. The river flows only intermittently during winter months. Calleguas Creek and its tributary streams also only flow during winter months.

6. Historic and Cultural Resources

The City of Oxnard is part of the greater southern California cultural area. This area has had a long period of human habitation, dating back thousands of years. Portions of Ventura County were occupied by an early Native American culture from more than 3500 years ago to around the first century A.D. Chumash Indians settled in the area around 1500 A.D. The Chumash culture was ocean-dependent and is known for its unusually advanced technology and manual skills. The Spanish/Mexican culture arrived in the 1700's with the founding of Mission San Buenaventura by Father Junipero Serra in 1782.

Seven listed archaeological sites have been identified in the City. One site is in the northern portion of the City, north of the Town Center development site and the Rose/Santa Clara area. This site contained a very light scatter of lithic debitage (the waste products of stone tool manufacture). No artifacts or middens (dark soil created by the decomposition of accumulated organic matter) were noted.

In the Northeast Industrial Area, one site has been identified. This site had a low density scatter of shell midden and artifacts; metate and mano fragments, an unworked serpentine piece and a few chert flakes. The Northeast Industrial Area also has a burial ground containing six skulls and other fragmentary remains, a stone bowl, several pestles, abalone shells, and several cooking stones. The cemetery site was 80 x 100 meters in size, and the artifacts indicated it was mostly late Chumash in age and cultural affiliation.

Within the Ormond Beach area, several archaeological sites have been identified. One site, located along both sides of Hueneme Road, had a sparse scattering of shell and detritus and is thought to be the remains of an ethnographic village. Another site located east of Perkins Road is described as consisting of early 20th century farm buildings, although this site was largely destroyed by the construction of commercial buildings. Two more sites contained shell scatter from prehistoric subsistence areas.

Previous studies have indicated that potential historic sites may occur along Hueneme Road; the 1904 U.S. Geological Service Hueneme quadrangle map for the area shows the location of old sloughs, which are likely sites of early aboriginal usage.

TABLE VIII-9

HISTORICAL SITES

VENTURA COUNTY LANDMARK NO.	SITE NAME/LOCATION/DECLARATION DATE
13	Oxnard Carnegie Library (1906); 424 S. "C" Street, Oxnard; 2/3/71 ¹
15	Naumann Giant Gum Tree and Eucalyptus Grove; near Etting and Pleasant Valley Roads (circa 1900); 6/7/71
16	Sugar Beet Factory Site; Wooley Road and Industrial Avenue; 6/7/70
17	The Pagoda (1911); Oxnard Plaza Park; 6/7/71
18	Japanese Cemetery; Etting and Pleasant Valley Roads; 6/7/71
56	Bank of A. Levy (1926); 143 W. Fifth Street; 11/6/69
70	Church of Religious Science; Heritage Square; 3/3/82
73	Santa Clara Catholic Church (1903); 323 E. Street; (Declaration refused by owner)
74	Henry Levy House; 155 S. "G" Street; 3/1/82
75	Achille Levy House; 201 S. "D" Street; 3/1/82
100	Justin Petit Family Home; Heritage Square; 4/8/86

¹Placed on National Register, 7/27/71

The City of Oxnard has 11 Ventura County Historical Landmarks within its boundaries, one of which, the Oxnard Carnegie Library, is listed on the National Register of Historic Places (see **Table VIII-9**). These sites are largely located within several blocks between Second and Sixth Streets, and F and C Streets. The City has established this area as a Cultural Heritage District, which includes examples of early residential architecture. The City is also developing a complex called Heritage Square, bounded by A, B, Seventh and Eighth Streets and consisting of an assemblage of homes from Oxnard's early history, refurbished for commercial and professional office uses. The Petit Family Home (Landmark 100) and the Church of Religious Science (Landmark 70) have been relocated in Heritage Square.

D. Open Space for Public Health and Safety

Open Space as it relates to Public Health and Safety is concerned with areas of potential hazard, including seismic, liquefaction, tsunami and seiche zones, flood plains, dam inundation, beach erosion areas, fire hazard zones, landfill sites (closed and in-use), and areas adjacent to airport runways. These areas are best managed as open space for recreational activities or buffer zones between developments.

1. Seismic Potential

Active and/or potentially active faults are present in the region surrounding the City. It is possible that some of these, especially the Springville and Camarillo faults to the northeast, may extend into the subsurface beneath the City. The most regionally active faults are the Oak Ridge, Pitas Point-Ventura, Red Mountain, Anacapa, and Malibu Coast faults, which are located within 5 to 10 miles of the City. Although no Alquist-Priolo Studies Zones exist within the City, the entire region is considered to have a high potential for seismicity (the groundshaking that accompanies an earthquake, which is not confined to the fault). The City's level terrain mitigates the potential for related landslides.

2. Liquefaction

Liquefaction is an unstable ground condition in which water saturated soils are transferred from a solid to semi-liquid state during groundshaking. Potential for liquefaction occurs through most of the City because of thick alluvial deposits, a high ground water level, and a region of high seismic potential encompassing the City. Areas of potential liquefaction are depicted in the Safety Element on **Figure IX-2**.

3. Tsunami and Seiche

A tsunami is a tidal wave produced by off-shore seismic activity. **Figure IX-3** in the Safety Element depicts the area of the City susceptible to tsunami damage. In recent California history, tsunami damage has been relatively slight. However, development

along the coast has increased the risk for property damage or loss of life in the event of a tsunami.

A seiche is a harmonic wave created on the surface of an enclosed or nearly enclosed body of water, such as a lake, pond, or harbor. During seismic events, seiches have the potential to damage watercraft and/or development immediately adjacent to the affected body of water. Seiche potential in Oxnard would be limited to McGrath Lake, the Channel Islands Harbor and Mandalay Bay canals (see **Figure IX-6** in the Safety Element).

4. Flooding

Flood hazard areas in the City include the banks along the Santa Clara River and the Beardsley and Revolon Sloughs (see **Figure IX-7** in the Safety Element). To mitigate flood hazards, the City became a member of the National Flood Insurance Program (NFIP) and has adopted a Master Plan of Drainage and a Floodplain Management Ordinance. Any new development is required, through conditions of approval, to eliminate flooding problems identified by the NFIP's Flood Insurance Rate Maps (FIRMs).

5. Dam Inundation

The closest dam sites are 35 miles from the City. Inundation caused by dam failure is possible. Inundation would be fairly widespread throughout the City of Oxnard because of the low relief of the City and surrounding lands.

6. Beach Erosion

The shoreline of the City of Oxnard is part of an overall littoral cell that extends from Point Conception to Point Mugu. The concept of a littoral cell is based upon the natural production, transport, and loss or disposal of sediment materials, chiefly sand, along an ocean frontage or beach. The geographic extent of a littoral cell is based upon where sand is generated or introduced to the cell and where sand is eventually lost from the cell.

The most common end or termination for a littoral cell is a submarine canyon, where sands tend to flow or sink away from the coast, making them unavailable to be transported to the next littoral cell. The most common source for sand generation within a cell are rivers and streams that deliver sand to the beach.

Two major rivers, the Ventura and Santa Clara, and two submarine canyons strongly influence the littoral processes in the Planning Area. The entire Oxnard littoral cell is considered very active; that is, substantial volumes of sand are transported annually by littoral currents. The downcoast segment of the Oxnard littoral cell, which includes the City and extends from the Ventura River to Point Mugu, is characterized by relatively wide beaches and low backshore areas. This area has been affected by human activities, including construction of the Ventura and Channel Islands small craft harbors, and the

Port of Hueneme. As a result of the construction of these harbors, a regular program of sand bypassing has been implemented to maintain navigation channels and sandy beaches.

Because of past shoreline erosion and beach sand replenishment problems, a joint powers authority was formed in 1986 to encourage coordination and cooperation between public and private agencies in efforts to protect, maintain, and enhance beaches and the coastline in Santa Barbara and Ventura counties. This joint powers authority, called BEACON (Beach Erosion Authority for Control Operations and Nourishment), recently released a draft Coastal Sand Management Plan. The purpose of this report is to promote consideration of a regional program for beach protection and sand replenishment for the Santa Barbara/Ventura coast.

According to the draft Coastal Sand Management Plan, the following conditions characterize the existing shoreline from the Ventura River to Point Mugu:

- The primary sources of sand for this area are the Ventura and Santa Clara Rivers.
- Historically, these rivers supplied an abundance of sand, resulting in broad beaches backed by extensive sand dunes.
- Dam construction and sand mining activities have reduced the rate of fluvial sand replenishment to the coast.
- Imbalances in the amount of littoral sand for this area imply that beach erosion will accelerate beginning in the mid-1990s.
- Beaches in this area will continue to be dependent on dredging and sand by-pass operations.

In the City, the McGrath and Oxnard Shores areas are cited by BEACON as erosion “hot spots” because of expected reductions in the delivery of sand to the coast by the Santa Clara River. The report also indicated that a yearly deficit of sand creates chronic erosion problems downcoast of Ormond Beach.

7. Fire Hazards

Oxnard is located on an open plain away from the chaparral covered foothills, and is thus not in immediate danger from naturally or accidentally set wildfires. Structures within the CBD and older neighborhoods are monitored through code enforcement and inspections. Fire hazard is also discussed in detail in the Safety Element.

8. Landfills

Closed landfill sites include: Ventura Walker Sears by the Sea (closed in 1962), Wagon Wheel County (1962), Oxnard (1962), Santa Clara (1954), Coastal (1989) and Bailard (1995). The last three regional landfills were managed by the Ventura Regional Sanitation District and were closed in accordance with the regulations of the Water Quality Control Board.

9. Airport Hazard Areas

Areas adjacent to airport runways and in the approach and departure flight areas are potential hazard areas. The three airports in the Oxnard area are the Oxnard Airport, the Camarillo Airport, and Point Mugu Naval Air Station. Only the Oxnard Airport and Point Mugu Naval Air Station affect the City of Oxnard directly and are discussed in detail in the Safety Element.

10. Air Quality

Ventura County's diverse topography, which affects the County's air quality, is characterized by mountains to the north, hills to the east between Ventura and Los Angeles counties, two major river valleys (the Santa Clara which trends east-west and the Ventura which trends roughly north-south), and the Oxnard Plain to the south and west. The Santa Monica Mountains rise above the Oxnard Plain to the south and continue east into Los Angeles County. The mountain topography surrounding the lower lying portions of Ventura County where most pollutants are emitted contributes to poor air quality by acting a barrier preventing winds from blowing away polluted air.

The climate in Ventura County is characterized by cool winters and generally moderate summers. Marine air influences the climate throughout the year. Rain occurs mostly from November through May or June, while summer and fall months are generally dry. Atmospheric conditions in these dry months also tend to produce high ozone concentrations during what is referred to as the "smog season," generally considered to be from May through October.

The federal government has established National Ambient Air Quality Standards (NAAQS) to protect the public health and welfare. The State of California has established separate and in some cases more stringent standards for some pollutants. These are known as the California Ambient Air Quality Standards (CAAQS). Both state and national standards cover ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter less than 10 microns (PM-10), and lead. In addition, California has standards for sulfates, hydrogen sulfide, vinyl chloride, PM-10, and visibility-reducing particles.

Ambient air quality is monitored by the Ventura County Air Pollution Control District (APCD) at facilities located in Ojai, Ventura, Simi Valley, Thousand Oaks, Piru, El Rio, and Anacapa Island. The El Rio monitoring station is the closest one to Oxnard. The ambient air in the southern part of Ventura County, south of the National Forest boundary (designated the non-attainment area of Ventura County) exceeds national and state ozone standards as well as the national annual PM-10 standard. State standards for sulfates, nitrogen dioxide and lead have been exceeded infrequently in the County in the past. Other standards have not been exceeded.

The NAAQS for ozone is exceeded if the maximum hourly average concentration exceeds 0.12 parts per million (ppm) on more than three days in the past three years. All stations monitoring ozone in Ventura County have reported exceedances of the federal ozone standard. During 1988, Simi Valley had the greatest number of exceedances with 52. The number of adverse ozone days which have occurred at monitoring stations in Ventura County for the period 1984 through 1988 are shown in **Table VIII-10**.

The federal 24-hour PM-10 standard was exceeded only once under unusual meteorological conditions. The federal annual standard has not been exceeded. The state annual and 24-hour PM-10 standards have been exceeded occasionally. Concentrations of other pollutants, carbon monoxide (CO), nitrogen dioxide (NO₂), and sulfur dioxide (SO₂), have not been exceeded in Ventura County.

TABLE VIII-10

NUMBER OF ADVERSE OZONE DAYS - VENTURA COUNTY

Location	1984	1985	1986	1987	1988
Ventura	3	3	1	4	1
El Rio	1	3	5	5	3
Thousand Oaks	5	20	12	2	9
Ojai	3	6	10	3	3
Piru	5	7	9	5	8
Simi Valley	33	35	50	22	52
COUNTY-WIDE TOTAL	38	41	56	29	55

Source: Ventura County Air Pollution Control District (VCAPCD), Draft Guidelines for the Preparation of Air Impact Analyses (June 1989).

While no CO exceedances have been recorded, there is some concern about local CO "hot spots" due to congested intersections. The CO eight-hour standard is nine parts per million (ppm) for both state and federal regulations, and the state and federal CO one-hour standards are 20 and 35 ppm, respectively.

Emissions increases associated with future build-out will result from increases in the numbers of both stationary and mobile sources. The pollutants of most concern in Ventura County, due either to exceedances of federal or state standards or the potential for emission "hot spots," are ozone (O₃), PM-10, and carbon monoxide (CO). These and other regulated pollutants are discussed in the following sections.

a. Ozone

Ozone is the main constituent of photochemical smog and the air pollutant of greatest concern in Ventura County. It is formed over time by chemical reactions in the atmosphere between oxides of nitrogen (NO_x) and reactive organic compounds (ROC) and carried by the wind to other locations. Impacts typically occur at some distance in both space and time from the sources of emissions. Regional adverse air quality impacts may be associated with motor vehicle emissions, construction equipment emissions, and dust generated at construction sites within the Oxnard area.

Increases in vehicle traffic due to both residential and industrial growth are projected to increase ROC emissions by 14 percent and NO_x emissions by almost 40 percent from these sources relative to current levels. Substantial construction activity is projected in Oxnard for both commercial and residential development, as well.

As shown in **Table VIII-11**, increases in ROC and NO_x of 6.6 percent and 22.2 percent, respectively, are predicted by the year 2000, and by the year 2020 emissions are expected to increase 14.0 percent and 39.7 percent, respectively, over 1989 emissions. These increases are directly related to increases in the number of average daily vehicle trips and the number of dwelling units associated with implementation of the 2020 General Plan.

The increase in traffic due to the 2020 General Plan will have a cumulative adverse impact on the ambient air quality of the region. However, the County's 1987 Air Quality Management Plan (AQMP) year 2010 population forecast of 217,800 is 29 percent higher than the estimated population associated with buildout of the 2020 General Plan. Therefore, although the regional air quality will be impacted, the 2020 General Plan is consistent with the October 1989 Draft Ventura Air Pollution Control District Guideline and will generate significant lower impacts than would result from the AQMP population.

TABLE VIII-11

**ESTIMATED EMISSIONS FROM
RESIDENTIAL UNITS AND INDIRECT MOBILE SOURCES**

	ROC Increment Above Base	Total	NOx Increment Above Base	Total
Existing Conditions	Base	2724.6	Base	2793.3
	179.0		620.1	
Year 2000	6.6%	2903.6	22.2%	3413.4
	392.1		1107.6	
Year 2020	14.4%	3116.7	39.7%	3900.9

Construction is generally considered to result in air quality emissions which could constitute a short term local impact, but which would not create significant impacts. However, the amount of construction that could occur with the 2020 General Plan is substantial. Currently, most construction equipment is not required to be fitted with emission control equipment. Such equipment is generally powered by a diesel engine, and an effective and economic catalytic system for diesels has yet to be developed. Also, large construction sites may have a dozen or more diesel powered pieces of equipment or vehicles operating simultaneously in close proximity to one another. This could result in an elevated concentration of emissions in a given area, and potentially adverse ROC and NOx emissions that could lead to increased ozone formation. An additional concern is that several large construction projects could be undertaken simultaneously.

b. Carbon Monoxide Impacts

Table VIII-12 shows the results of carbon monoxide (CO) modeling for seven intersections for the years 1989, 2000, and 2020. The intersections include six of the seven that currently operate at Level of Service "D" or worse and the one intersection, Oxnard/Fifth (#43), which is expected to operate at LOS "D" in the year 2020, as described in the Circulation Element (Chapter VI).

In the table, the expected CO concentration is indicated for each intersection at roadside and 25 feet away. Below the concentration is the percentage by which that concentration is below or exceeds the state 8-hour CO standard. Intersections for which the percentage is positive are projected to expose persons to levels of CO that would be considered adverse to health.

As shown in Table VIII-12, carbon monoxide concentrations improve by the year 2020 as service improves, with the exception of the Pleasant Valley/Butler intersection (#68) and the Oxnard/Fifth intersection (#43) which both show a degradation. Only three intersections, Oxnard/Vineyard (#39), Rose/Gonzales (#52) and Oxnard/Fifth (#43) show the potential for violating CO ambient standards in the interim year 2000; all three meet the standard by the year 2020.

c. Particulate Matter

Construction activities related to the build-out of Oxnard over the next 30 years could cause temporary, short-term, localized increases in PM-10 and nuisance dust. Activities that disturb the soil, such as grading and excavation, road construction, and building construction, would be the primary causes. Project specific information related to soil type, location of receptors, meteorological conditions, and type of construction would be needed to estimate the actual amount of fugitive dust to be expected for each development.

TABLE VIII-12

**ESTIMATED CARBON MONOXIDE CONCENTRATIONS
AT EXISTING AND FUTURE CONGESTED INTERSECTIONS**

8-HOUR CARBON MONOXIDE CONCENTRATIONS¹
(In ppm and percent difference from CAAQS (9 ppm))

INTERSECTION		EXISTING		YEAR 2000		YEAR 2020	
		0 ²	25 ³	0 ²	25 ³	0 ²	25 ³
Ventura & Bard	17	7.1 -20.9%	5.4 -40.0%	5.9 -35.0%	4.8 -46.5%	6.4 -28.4%	5.0 -44.7%
Oxnard & Vineyard	39	8.2 -8.6%	6.5 -28.1%	9.6 6.3%	7.3 -18.5%	7.4 -18.3%	5.9 -34.9%
Rose & 101 Ramp	49	6.6 -27.2%	4.9 -45.1%	6.9 -23.9%	5.3 -41.5%	5.6 -38.1%	4.6 -48.7%
Rose & Gonzales	52	9.2 2.3%	6.4 -28.3%	11.5 27.5%	8.2 -8.8%	7.1 -20.8%	5.6 -37.4%
Pleasant Valley & Rice	67	7.2 -19.7%	5.4 -40.3%	3.7 -59.1%	3.5 -61.2%	5.6 -37.4%	4.7 -48.2%
Pleasant Valley & Butler	68	6.4 -28.6%	4.9 -45.7%	4.3 -52.0%	3.9 -57.0%	7.1 -21.4%	5.6 -37.9%
Oxnard & Fifth	43	6.9 -23.2%	5.3 -41.5%	13.1 45.9%	9.1 1.4%	8.8 -2.6%	6.5 -27.3%

¹CO concentrations have been rounded to nearest 0.1.

²"0" = Concentration at Roadside

³"25" = Concentration at 25' from Roadside

d. Other Pollutants

The emission of other air pollutants associated with build-out of the 2020 General Plan is of concern. These emissions would include nuisance odors and harmful toxic air contaminants (TACs). Based on the 2020 General Plan land uses, a substantial increase (about 28.9 million square feet) in new industrial development is expected. In addition, extensive commercial development is envisioned in the 2020 General Plan; a wide range of toxic materials is possible, although the actual chemicals cannot be identified at this time. However, it can be assumed that a number of emissions would be categorized as TACs.

Increases in some TACs are controlled by Ventura County APCD Rule 26.3 that requires certain new or modified stationary sources to meet specified standards in order to obtain a permit. Even with the APCD permit system, the potential exists for significant impacts if facilities that could emit TACs or noxious odors (i.e., certain commercial and industrial land uses) are located without regard to sensitive receptors such as residences, schools, playgrounds, outdoor job sites, retirement homes, convalescent homes, and hospitals. Likewise, should development of these sensitive land uses be permitted to occur in areas of existing exposure to offensive odors or TACs, significant impacts could occur.

FINDINGS

Open Space for Natural Resources

1. Important biological habitat resources, which include plant, animal and fish special status species, are associated with the Santa Clara River, McGrath Lake, dune environments in the beach areas, and the Mugu Lagoon and Ormond Beach wetlands.
2. Groundwater aquifers within the Planning Area are currently threatened by saltwater intrusion and possibly contamination from commercial or industrial sources located in close proximity to recharge areas.

Open Space for Managed Production of Resources

3. The City contains areas of significant mineral resources, in the form of sand and gravel deposits, located primarily along the Santa Clara River channel, and oil and gas fields that could be affected by development.
4. The City's Planning Area contains significant agricultural lands that are important to the region's economy.

Open Space for Outdoor Recreation

5. The City has varied and numerous visual resources associated with the mountains, ocean, beaches, Santa Clara River and open agricultural lands.
6. The City has a trails system that could be expanded to connect open space areas.
7. The City has a need for additional small boat marina facilities.
8. The City has a variety of historic and cultural resources that need protection.
9. The City needs to expand its park facilities to meet current and projected needs.

Open Space for Health and Safety

10. The City contains areas, which because of their inherent hazardous characteristics (i.e., flood-prone, high fire area, liquefaction potential, airplane hazards, etc.), are unsuitable for urban development.
11. The coastline within the City is encompassed within an active littoral cell. The beaches within the City are subject to severe erosion, and the coastline may be considered as transitional in that it may experience localized migration. Near-shore and beach developments have the potential to effect the activities of the littoral cell.
12. Increases in traffic associated with new development will add to air pollution, in particular ozone and carbon monoxide.
13. Construction activities could produce increases in dust and other particulates; construction vehicles and equipment could add to smog formation.
14. New industrial development could generate nuisance odors and toxic air contaminants (TACs), which could impact sensitive receptors.

DEVELOPMENT POLICIES

A. Goals

Maintenance and enhancement of natural resources and open space.

B. Objectives

1. Protect unique biological habitats from development.

2. Manage water resources to prevent overdraft and loss of water quality.
3. Protect agricultural lands from premature and unnecessary urbanization.
4. Provide for the continued timely extraction of minerals while minimizing land use conflicts.
5. Provide adequate open space areas to satisfy the current and future recreation needs of the City.
6. Manage urban development to protect open space areas that provide for public health and safety.
7. Protect and enhance areas of cultural and historic significance.
8. Preserve the coastline and beaches and minimize beach erosion.

C. Policies

Natural Resources

1. The City should encourage the preservation and enhancement of the riparian habitat along the Santa Clara River and in the McGrath Lake vicinity.
2. The City should encourage the preservation and enhancement of the wetlands in the Ormond Beach and Mugu Lagoon.
3. Sensitive habitat areas are to be designated as permanent open space on the Land Use Map.
4. The City should limit the recreational activities in open space areas with sensitive habitats to those activities that have minimal impact on sensitive habitats.
5. The City should consider setting aside nature preserves that encompass sensitive habitat areas and provide areas for educational and research purposes.
6. The City should encourage measures that maintain clean air and water.
7. The City should support antipollution measures and seek to control activities and developments that improve air and water quality.
8. The City shall require as a condition of approval for new development, wherever a short-term construction impact to air quality is identified, that dust control procedures and other measures designed to reduce the impact in ambient air quality are implemented.

9. The City shall treat all wastewater in compliance with approved discharge permits.
10. The City shall adequately control any mining activities and comment on the appropriateness of mining activities conducted under the authority of adjacent jurisdictions.
11. The City shall support updating the "208" Wastewater Control Plan to control urban and nonurban runoff.
12. The City should endeavor to maintain a minimal dependence on Basin 4A groundwater and support the policies of the local groundwater management agency to protect, enhance, and replenish the aquifers underlying the Oxnard Plain.
13. The City shall monitor all waste water discharges on a periodic basis to ensure that discharges comply with approved permits.
14. The City shall cooperate and actively participate in the Ventura County Underground Storage Tank Regulation Program, and immediately refer leaking underground tank cases to the County upon discovery.
15. The City shall take steps to prevent accidental oil spillage at City-owned facilities.
16. The City shall monitor agricultural water through the City's Point Source Control Program.
17. The City shall require by conditions of approval that silt and sediment from construction be either minimized or prohibited.
18. The City shall condition or comment on any applications received for dredging to control turbidity and prevent interruption with spawning or migratory cycles, condition and conduct harbor and bay development in a manner that will result in the lowest reasonable level of contamination, monitor vessel wastes and report them to the proper agency, and continue to comment on the potential effects on ocean water quality of all offshore mining (oil and gas extraction) operations within the Santa Barbara Channel.
19. The City shall promote the use of water conservation measures, such as use of reclaimed water, efficient low flow fixtures and irrigations systems, drought tolerant landscaping, leak detection programs, water audits, and public awareness and education programs.
20. The City shall require water conservation design measures as a condition of approval for new developments.
21. The City should require immediate destruction of any abandoned water well at the time of abandonment.

22. The City shall adhere to the recommendations of the 208 Plan regarding groundwater extractions.
23. The City shall require minimization of paved and impervious surfaces to the extent feasible in new developments.
24. The City shall prevent further industrial growth into the Pumping Through Pipeline service area.

Managed Production of Resources

25. The City should provide a mechanism for approval of conservation easements and land banking to establish agricultural open space areas to be managed by either public or private conservation organizations or agencies.
26. The City shall continue the commitment of maintaining the existing Oxnard-Camarillo Greenbelt Agreement, as well as evaluating the possibility of expanding that agreement and creating a new Greenbelt in the northwest portion of the Planning Area.
27. The City should encourage the use and formation of Land Conservation Act contracts and other related agreements to offset the costs to property owners of identified agricultural lands.
28. The City should encourage adequate buffers between residential and agricultural uses, such as open space, recreational facilities, utility easements, and parking areas. Adequate fencing should be provided around agricultural areas to prevent vandalism.
29. The City should consider adopting a farmland protection program utilizing such land-use planning tools as transfer of development rights, purchase of development rights or conservation easements, farmland trusts and greenbelt agreements.
30. The City should promote the efficient reclamation of mineral resources areas.
31. The management of mineral resource extraction activities that are currently outside the City limits but within the City's Sphere of Influence should remain under the jurisdiction of the County of Ventura. Consideration of urban land uses in these areas shall be made only after completion of reclamation requirements.
32. In MRZ-2 Areas designated for land uses other than low density residential, industrial, open space and agriculture, the extraction of mineral resources prior to permitting development should be encouraged.
33. The approval of new development adjacent to an operational aggregate mine or MRZ-2 area should be designed and conditioned to avoid impinging on mining operations.

34. New mining operations should be designed to produce the least amount of incompatibility with surrounding, existing land uses (i.e., limited hours of operation, pest control, etc.).
35. Specialized production techniques, such as slant drilling, shall be required to limit the land area committed to oil recovery and to extract such resources adjacent to existing development.

Outdoor Recreation

36. The City should develop a comprehensive park system that provides adequate recreational opportunities for each area of the City as described in the Parks and Recreation Element.
37. The City should work with the County of Ventura General Services Agencies and encourage the Board of Supervisors to amend the County Regional Recreation Areas Plan to include identification of regional park and public open space areas in the City.
38. City should maintain a historical resource inventory and prohibit demolition or alteration of historical buildings or properties unless they are declared unsafe or unless proper notice has been given consistent with City ordinances.

Cultural Resources

39. The City shall require a cultural resources study that includes a field study component prior to the permitting of specific development plans that may affect significant historical resources. A qualified archaeologist should inspect development locations for surface evidence of archaeological deposits, and archaeological monitoring during grading should be required in areas where significant cultural resources have been identified or are expected to occur. If cultural resources are uncovered during construction, all work in the area should be halted and a qualified archaeologist consulted to determine the significance of the find. In the event that development threatens significant archaeological resources, alternatives should be considered, including planning construction to avoid archeological sites, deeding archaeological sites into permanent conservation easements, and planning parks, greenspace, or other open space to incorporate archaeological sites.
40. To ensure that there are no paleontological resources located within the City, a complete review of the locality files of the Natural History Museum of Los Angeles County and the Museum of Paleontology, University of California at Berkeley, should be undertaken.

Health and Safety

41. The City should encourage new development to be sited in areas other than areas with high geologic, tsunami, flood, beach erosion, fire or airport hazard potential.
42. Land within the 100-year floodplain is to be designated permanent open space as shown on the Land Use Map.
43. Land within the airport hazard area is to be designated permanent open space as shown on the Land Use Map.
44. The City shall support the regular dredging of local harbors to replenish beach sand supply.
45. The City should closely monitor proposals for drainage and water supply facilities that may impact potential beach sediment.
46. No residential construction or other sensitive land uses shall be permitted adjacent to any active or inactive land fill unless a thorough study of emissions from the facility is conducted and it is determined that no adverse health effects or significant odor impacts would occur. Alternatively, a safe buffer zone distance, based on analyses of worst case conditions, could be established around any such site within which no sensitive land uses would be permitted.
47. The City shall employ Transportation Systems Management (TSM) measures - including, as appropriate, bus turnouts, street widening, or traffic signal synchronization - to mitigate traffic-related air emissions impacts.
48. The City shall adopt a TDM ordinance as provided for in the Circulation Element.
49. To the maximum extent feasible, and where shown to have a significant likelihood of reducing single-occupancy vehicle uses, the City of Oxnard shall implement Indirect Source Review (ISR)-type programs by requiring commercial developers to incorporate remote parking and shuttle services, improved public transit service between residential and employment or shopping centers, bike lanes and protected bicycle parking areas, and other project features that would reduce the need for automobile trips related to the development.
50. The City shall consider requiring Transportation Management Associations for multiple projects that may have adverse air quality impacts related to mobile sources, and contributions to off-site TDM funds to reduce residual impacts that cannot be mitigated on a project-specific basis.

51. The City of Oxnard shall provide traffic system improvements sufficient to reduce congestion at the congested intersections where CO concentrations may exceed state or federal standards and which would impact sensitive receptors.
52. For new construction at congested intersections with the potential for excessive CO exposure to sensitive receptors, the City shall consider:
 - a. Requiring modeling or monitoring, as appropriate, of potential CO impacts prior to construction of all projects where project EIR analysis indicate that any intersection might experience CO concentrations in excess of state standards; and
 - b. Prohibiting the construction of residences or buildings serving the public lacking ventilation systems within 25 feet (or an appropriate distance established by further site-specific analyses) from the affected intersection.
53. The City shall require all construction equipment to be maintained and tuned to meet appropriate EPA and CARB emissions requirements. At such time as new emission control devices or operational modifications are found to be effective, such devices or operational modifications shall be required on all construction equipment operating pursuant to City permits.
54. During smog season (May through October), the construction period should be lengthened so as to minimize the number of vehicles and equipment operating at the same time.
55. To minimize dust and air emissions impacts from construction impacts the City shall consider requiring the following as a condition of obtaining permits:
 - a. Site dust suppression - including:
 - watering all excavated material to prevent wind erosion while it is on-site or being moved,
 - periodic watering of construction sites or use of APCD approved dust suppression compounds that bind with the surface layers of soil and prevent soil particles from being eroded,
 - controlling the number and activity of vehicles on-site at any given time,
 - seeding areas to be left inactive for a long enough period to secure the soil,
 - limiting the area excavated at any given time,
 - limiting on-site vehicle traffic to 15 miles per hour, and
 - sweeping streets adjacent to the construction site to remove dust caused by the construction activities;

- b. Installing an approved wind measuring device at the construction site and halting dust generating activities during high wind events (winds in excess of 20 miles per hour, averaged over one hour);
 - c. Requiring vehicles hauling dirt or other material subject to wind erosion during transportation to be covered or watered down to prevent dust emissions;
 - d. Limiting the ground area that is exposed to limit the amount of dust that can be generated in high winds even with no construction activity occurring; and
 - e. Requiring construction activities to utilize feasible new technologies to control ozone precursor emissions, as they become available.
 - f. Requiring any proposed development located adjacent to a property with dissimilar land uses or zoning (e.g., school next to industrial) and which has the potential to emit significant amounts of air pollutants to complete an air emissions inventory and site-specific air quality analysis to ensure that odor nuisances and/or TAC emissions would not reach significant levels, and comply with specific mitigation measures as appropriate.
56. Permitting of any industrial development shall not be completed without a thorough evaluation of the potential impact of toxic air contaminants (TAC) emissions from the facility. Such an evaluation shall:
- a. Identify all toxic chemicals that will be used on-site, both as raw materials and as waste products;
 - b. Quantify the potential emissions of toxic materials to the atmosphere;
 - c. Where preliminary analysis indicates the potential for significant emissions of TACs, assess the potential adverse health and safety risk of the quantities of emissions identified; and
 - d. Mitigate any unacceptable risks so identified.
- If potentially significant TAC emissions are associated with the facility, all reasonable and feasible mitigation measures and full mitigation to insignificant levels shall be required as a condition of permit approval for that project.
57. Development projects for which air quality impacts are identified in their respective EIRs shall be subject to mitigation monitoring as required by AB 3180. Such monitoring programs should be drawn up as part of each project's condition of approval. The cumulative results of mitigation monitoring should be considered in the City's Five-Year Development Plan.

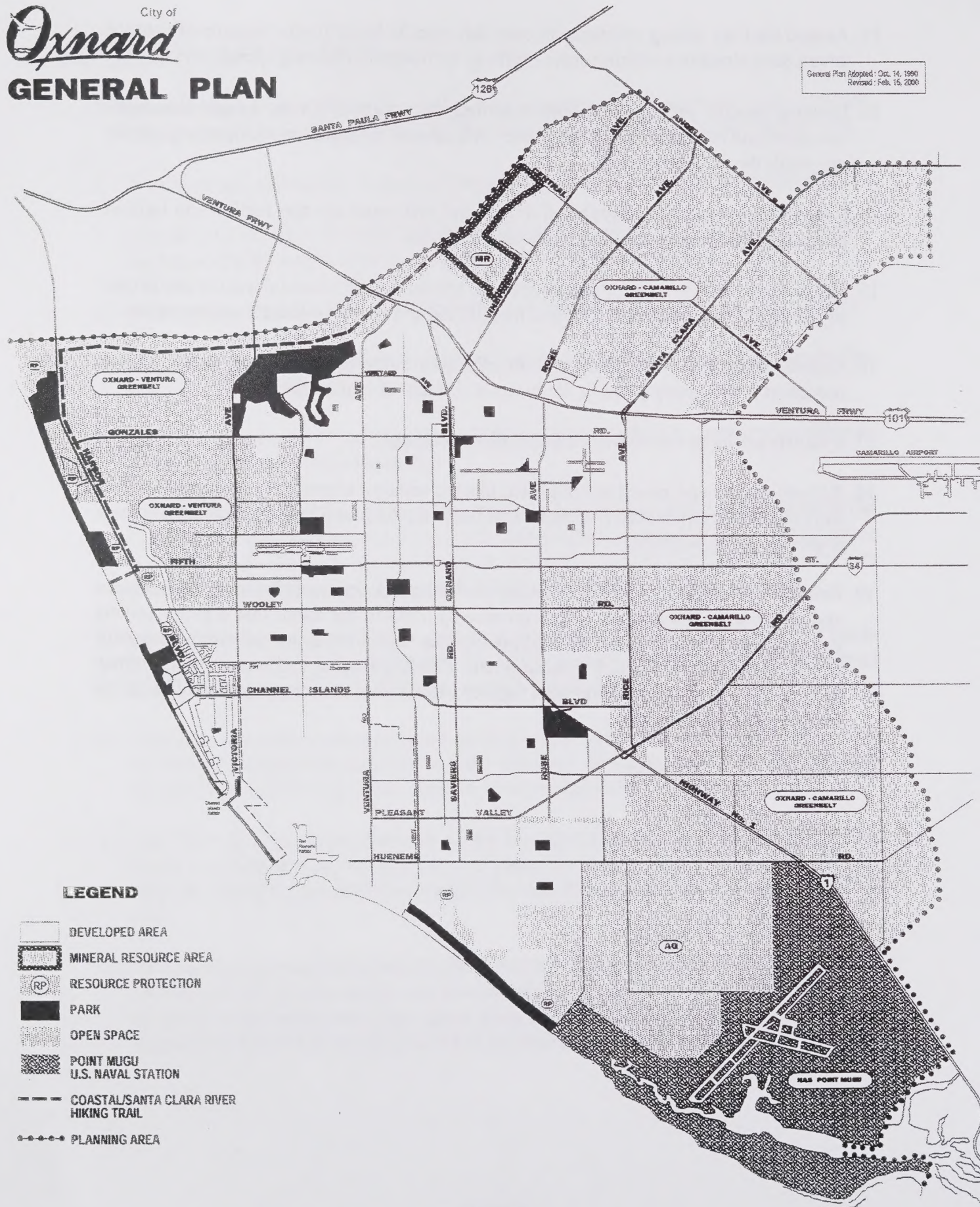
D. Plan Proposals

The Open Space/Conservation Element Map is shown in **Figure VIII-10**.

IMPLEMENTATION MEASURES

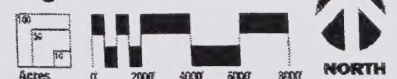
1. Monitor and control potential industrial and commercial hazardous waste sources through participation in the County of Ventura program proposed by the Tanner Plan.
2. Develop roads and utilities around prime agricultural areas rather than through them.
3. Formalize the urban buffer policies in an ordinance to ensure that a minimum 30' wide landscaped buffer serves as a transition between rural and urban uses.
4. Participation in the South Coast Regional Beach Erosion Control Group (BEACON).
5. Adopt a Resources Protection zoning designation for sensitive habitats to prevent the encroachment of detrimental land uses.
6. Require sand and gravel companies to adopt reclamation plans to promote the efficient recycling of mineral resource areas.
7. Support the Pumping Through Pipeline (PTP) project. This project, administered by the County of Ventura will remove 47 wells throughout the County where seawater intrusion is advancing the fastest. The wells will be replaced with deep wells and water will be pumped to agricultural areas to prevent further deterioration of water quality.
8. Develop a program to establish a scenic trail corridor along the south side of the Santa Clara River and extending south along the coastline and Edison Canal to link the coastal recreation areas and three state beaches within the Planning Area.
9. Promote water conservation in the landscaping and irrigation of public facilities through the use of drought-tolerant landscaping materials and irrigation systems that have moisture sensors that enable the amount of water applied to be regulated.
10. The City will propose the extension of the Oxnard-Camarillo Greenbelt south of State Route 1 in cooperation with the City of Camarillo and County of Ventura in order to maintain existing agricultural uses and to prevent the encroachment of non-agricultural uses.
11. The City will propose the creation of an Oxnard-Ventura Greenbelt in cooperation with the City of San Buenaventura and the County of Ventura. Such a Greenbelt would include all agriculture and open space areas in the west and northern portions of the Planning Area north to the Southern Pacific Railroad in the Ventura Area of Interest.

12. Amend the City zoning ordinance to establish specific limits for the location of outdoor advertising structures within scenic highway corridors and thoroughfares.
13. Develop specific project conditions regarding protection of Native American cultural resources and require a cultural resource evaluation in environmental impact reports for non-infill development areas.
14. Evaluate proposals for upstream flood control and water storage facilities in light of potential effects on beach sand replacement efforts.
15. Evaluate a solid waste recycling program for residential, commercial and industrial uses to reduce the waste stream to extend landfill life and conserve energy and resources.
16. Expand voluntary water conservation efforts and develop emergency water source reduction contingency plans in the event of drought or natural disaster.
17. Evaluate a City policy to buy recycled paper products.
18. Require that any proposed development located adjacent to any active or closed landfill fully evaluate the potential environmental impacts associated with the ongoing activities related to these facilities.
19. Rehabilitate, restore and protect existing environmental resources in Ormond Beach area and enhance public access to this resource by 1995 in the event that a major private development for the Ormond Beach Specific Plan Area is not approved within 24 months of the adoption of this 2020 General Plan. Funding sources for such a program may include the Oxnard Redevelopment Agency, the Coastal conservancy, and offshore oil impact mitigation fees.
20. Adopt a TDM Ordinance.



**2020 OPEN SPACE
AND CONSERVATION MAP**

Figure : VIII - 10



IX. SAFETY ELEMENT

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IX. Safety Element

IX. SAFETY ELEMENT

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IX. SAFETY ELEMENT

INTRODUCTION

In 1971, the California Legislature made the Safety and Seismic Safety Elements mandatory. The requirements of a Safety Element were partly a reaction to damaging wildland fires in September and October 1970. The requirement of a Seismic Safety Element was prompted in large part by the San Fernando earthquake. In 1984, the two elements were permitted to be combined.

The Safety Element's purpose is to reduce deaths, injuries, property damage, and economic and social dislocation resulting from natural hazards including flooding, mud slides and soil creep, tsunamis and seiches, land subsidence, earthquakes, avalanches, other geologic phenomena, levee or dam failure, certain types of urban and wildland fires, and building collapse. It is the primary vehicle for identifying the hazards that municipalities must consider when making land use decisions.

SETTING

A. Geologic Hazards

The Oxnard Plain is situated in the Transverse Range Province. It is oriented transverse to the Coastal Mountains and the Sierra Nevada Range in the north and the peninsular ranges in the south.

The Oxnard Plain is comprised of alluvial deposits of silt, sands and gravel, which extend to a depth of approximately 500 feet beneath the City. The history of alluviation is related to the Santa Clara River and its flood patterns. Beneath the alluvium lies the San Pedro formation, which consists of moderately indurated sandstones and conglomerates. This formation is approximately 4,000 feet thick beneath the City and is well exposed in the foothills to the north. Older formations are also present beneath the Oxnard Plain and exposed in the adjacent mountains.

No Alquist-Priolo zones exist within the City, however, because the City lies in a seismically active region, it is susceptible to several types of earthquake-related risks, including surface rupture, ground shaking, liquefaction, tsunamis, and dam inundation. The 1986 California Continental Margin Geologic Map Series indicating fault plane solutions, earthquake epicenters, gravity and magnetic anomalies, well tracklines and data sources are on file at the Oxnard Planning Department.

1. Surface Rupture

A surface rupture is a break in the ground's surface and the associated deformation resulting from the movement of a fault. While there are no known active faults within the City limits, active and/or potentially active faults are present in the surrounding region, and some of these may extend into the subsurface beneath the City. Seismic activity on regionally active faults could result in surface rupture.

Fault activity is classified as active or potentially active. An active fault is one that has had surface displacement within the last 11,000 years (Holocene period); a potentially active fault is one that evidences surface displacement during the last 2 million years (Quaternary period). These active and potentially active faults are the ones affecting present day construction, although it is possible that activity will occur along other faults in the future.

Fault systems pertinent to the City of Oxnard and their classifications are shown in **Table IX-1**. Those lying at least partially within the Planning Area are shown in **Figure IX-1**.

2. Ground Shaking

The City will probably experience ground shaking from earthquake activity that is most likely associated with the faults in the surrounding area. In relative terms, the ground shaking could be severe with an earthquake of maximum credible or probable magnitude in one of the nearby faults. Maximum credible and probable earthquake parameters are shown in **Table IX-2**. The Central Business District contains many unreinforced masonry structures that could experience damage during an earthquake event. (See **Figure IX-1**.)

TABLE IX-1

FAULT SYSTEMS PERTINENT TO CITY

Fault System	Approximate Location to City	Classification
Oak Ridge	1 mile to northwest	PA
Springville	1.5 miles to northeast	PA
Camarillo	3.5 miles to northeast	PA
Pitas Point-Ventura	6 miles to northwest	A
Simi	7 miles to northeast	PA
Red Mountain	10 miles to northwest	PA
Anacapa	12 miles to south	PA
Orcutt Canyon	14 miles to north	PA
Javon	14 miles to northwest	A
Carpenteria	14 miles to northwest	PA
Lion Canyon	14 miles to north	PA
Oakview	14 miles to north	PA
San Cayetano	15 miles to north	
Malibu Coast	15 miles to southeast	PA
Mission Ridge Arroyo Parida	16 miles to northwest	PA
Stepard Mesa-	18 miles to northwest	PA
Rincon Creek	18 miles to northwest	PA
Santa Ynez	20 miles to north	PA
Catalina Escarpment	20 miles to south	PA
Fault "Y"	21 miles to northwest	A
Santa Susana	24 miles to northeast	PA
Santa Cruz Island	24 miles to southwest	PA
San Pedro Basin	24 miles to southeast	PA
Holser	25 miles to northeast	PA
Palos Verdes Hills	29 miles to southeast	PA
Lavigia	30 miles to northwest	PA
Northridge	32 miles to northeast	A
San Jose	33 miles to northwest	PA
San Gabriel	34 miles to northeast	A
More Ranch	34 miles to northwest	PA
Santa Monica	35 miles to southeast	PA
San Fernando	38 miles to northeast	A
San Andreas	42 miles to northeast	A

A = Active

PA = Potentially Active



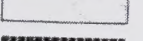
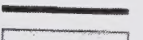
GENERAL PLAN



LEGEND

NEGLIGIBLE
>.05 FT./YR.

.05 FT./YR.



NEGLIGIBLE SUBSIDENCE
LESS THAN .05 FEET OF
SUBSIDENCE / YEAR

.05 FEET OF SUBSIDENCE / YEAR

DOWNTOWN : UNREINFORCED
MASONRY STRUCTURES

SEISMIC FAULT (IDENTIFIED)

SEISMIC FAULT (CONJECTURAL OR
CONCEALED)

EVACUATION ROUTES

LANDFILL FACILITIES

PLANNING AREA

Figure : IX-1

SEISMIC / GEOLOGIC HAZARDS



TABLE IX-2

MAXIMUM CREDIBLE AND PROBABLE EARTHQUAKE PARAMETERS

Fault System	Maximum Credible Magnitude ¹	Maximum Probable Magnitude ²
Oak Ridge	7.5	6.7
Springville	C	C
Camarillo	C	C
Pitas Point-Ventura	6.1	6.6
Simi	6.6	6.6
Red Mountain	C	6.6
Anacapa	C	6.7
Orcutt Canyon	C	C
Javon	C	C
Carpenteria	C	C
Lion Canyon	C	C
Oakview	C	C
San Cayetano	6.75	6.7
Malibu Coast	7.5	6.6
Mission Ridge Arroyo Parida	C	6.6
Stepard Mesa-	C	6.5
Rincon Creek	C	C
Santa Ynez	7.5	6.7
Catalina Escarpment	C	6.7
Fault "Y"	C	C
Santa Susana	6.6	6.6
Santa Cruz Island	C	6.7
San Pedro Basin	C	6.6
Holser	C	6.0
Palos Verdes Hills	7.0	6.6
Lavigia	C	C
Northridge	6.5	6.2
San Jose	C	6.4
San Gabriel	C	6.7
More Ranch	7.25	6.6
Santa Monica	7.5	6.6
San Fernando	6.5	6.4
San Andreas	8.25	8.1

- Not Available

1 Source: CDMG (Greensfelder) 1974. The maximum credible earthquake for a particular fault is the largest magnitude event that appears capable of occurring under the presently known tectonic framework.

2 Source: Yerkes 1985. The maximum probable earthquake is the maximum earthquake likely to occur during a 100-year interval. It is regarded as a probable occurrence, not as an assured event that will occur at a specific time.

3. Landslides

Landslide is the general term for the dislodging and falling of a mass of soil or rocks along a sloped surface. The relatively level terrain of the City minimizes the potential for landslides.

4. Liquefaction and Compaction

Liquefaction is an unstable ground condition in which water-saturated soils change from a solid to semi-liquid state because of a sudden shock or strain. The potential for liquefaction exists throughout most of the City because there is a thick section of alluvial deposits and a high groundwater level.

The primary determinant for liquefaction in the Oxnard Plain is the depth of the water table, which is related to pumping from various water wells, and ranges from 0 feet near the coastline to approximately 40 feet at the northeastern corner of the City. Areas of liquefaction susceptibility are shown on **Figure IX-2**.

Because of the thick section of alluvial deposits, the potential compaction of soils caused by seismic events also affects a substantial portion of the City. Generally, the potential settlement is 1 to 2 feet for most of the City.

5. Tsunamis and Seiches

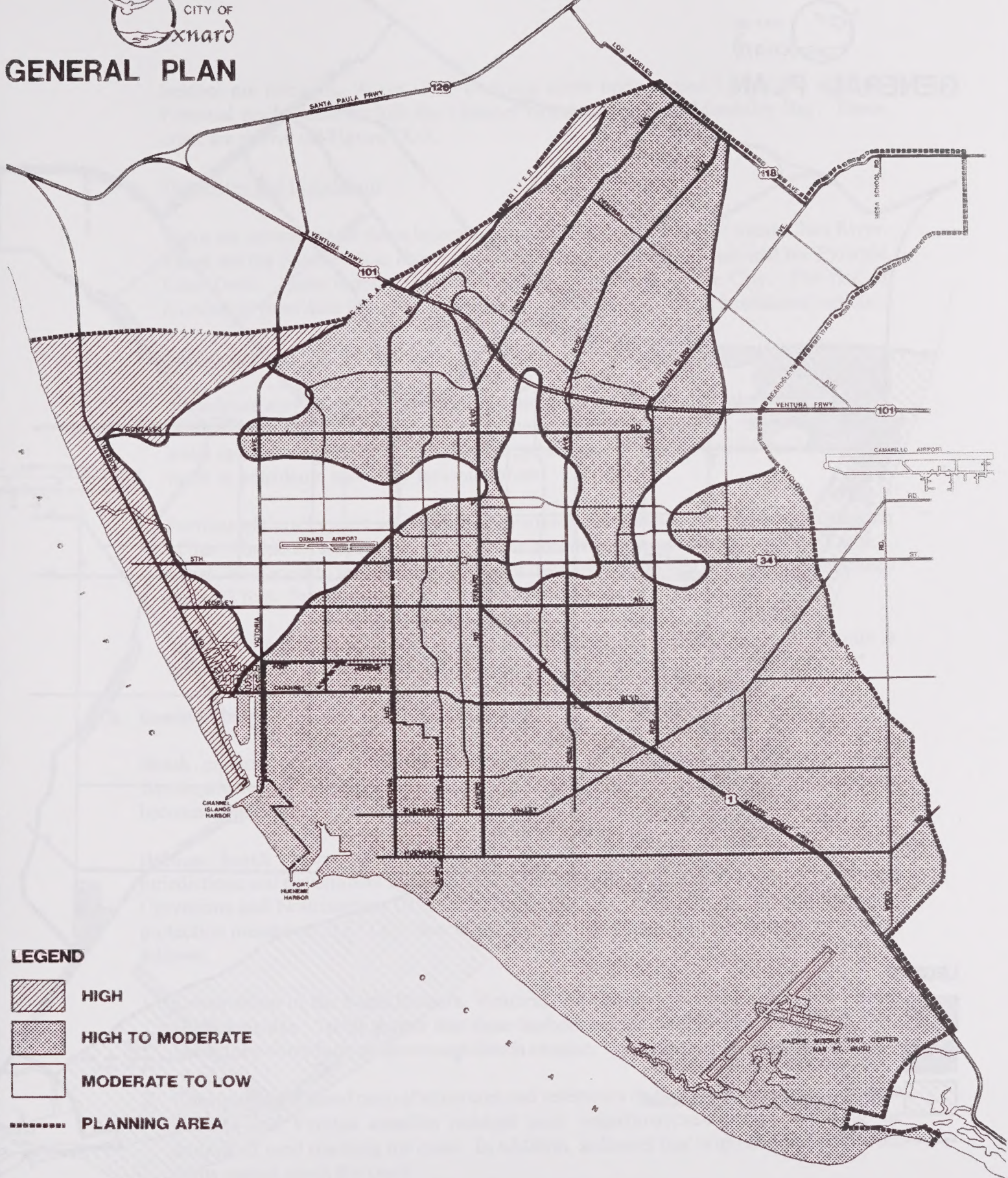
A tsunami is an ocean wave produced by offshore seismic activity. As a coastal city, there is always the potential for tsunami damage; development along the coast line has increased the risk. While most coasts along the Pacific Basin have a long history of tsunami damage, such damage to California has been relatively slight in recent historical times. The most recent tsunami to cause appreciable damage to California occurred with the great Alaskan earthquake on March 27, 1964.

Five major tsunamis in recent history that have affected the California coast are as follows:

Date	Source Location	Earthquake Magnitude
1946	East Aleutian Trench	8.4
1951	Kamchatka Trench	9.0
1957	Central Aleutian Trench	9.1
1960	Chile Trench	9.4
1964	Gulf of Alaska	9.2

In addition, approximately 50 other tsunamis have been reported along the California coast since 1912. Waves induced by offshore tsunamis could be transported from the shoreline to approximately one mile inland, as shown in **Figure IX-3**.

GENERAL PLAN



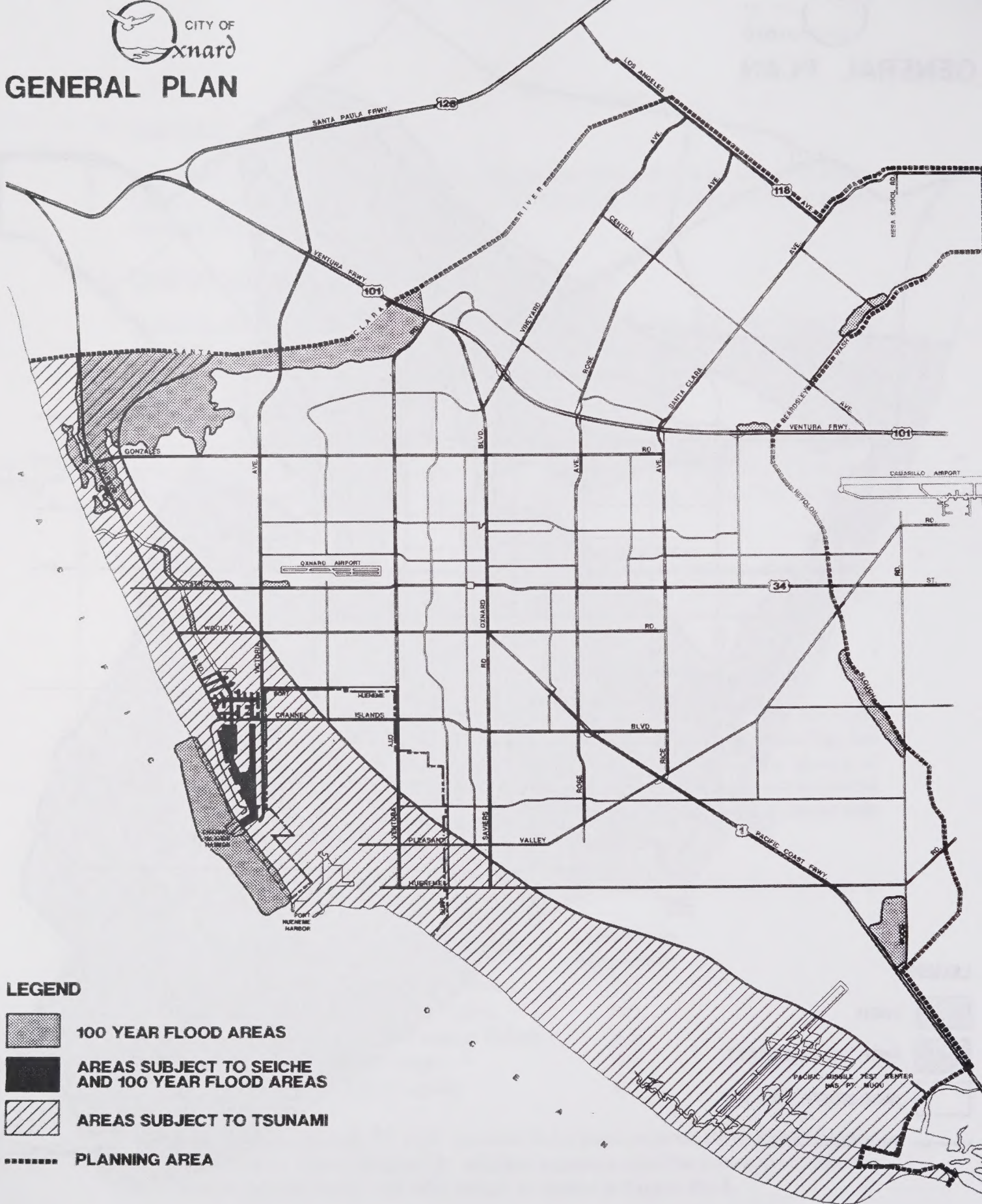
- LEGEND**
-  **HIGH**
 -  **HIGH TO MODERATE**
 -  **MODERATE TO LOW**
 -  **PLANNING AREA**

LIQUEFACTION POTENTIAL

Figure : IX-2

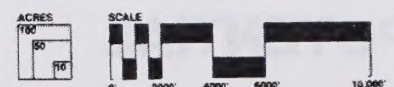


GENERAL PLAN



FLOODING AND TSUNAMI / SEICHE POTENTIAL

Figure: IX-3



Seiches are harmonic waves in an enclosed water body caused by seismic activity. Potential seiche areas include the Channel Islands Harbor and Mandalay Bay. These areas are shown on **Figure IX-3**.

6. Dam Sites and Inundation

There are several major dams located upstream from the City on the Santa Clara River. These are the Santa Felicia Dam at Lake Piru, the Castaic Lake Dam and the Pyramid Lake Dam. These dams are located at least 35 miles from the City. The risk of inundation from dam failure is uniform throughout the City but is considered remote.

7. Subsidence and Uplift

Subsidence may be defined as the downward movement of a relatively large amount of land caused by the withdrawal of subsurface water and/or petroleum. Conversely, uplift is the upward movement of a relatively large amount of land caused by the injection of water or petroleum and/or by tectonic forces.

Portions of the City have subsided. The available records show that the amount of much of this subsidence is at least one foot. In the area near Hueneme Road and State Route 1, which is adjacent to the southeast corner of the City, the amount of subsidence has been up to 12 feet. Subsidence zones are illustrated in **Figure IX-1**.

Uplift in the City is unknown at this time, however, the adjacent mountain terrain is uplifting at rates of approximately 0.02-0.4 inches per year.

B. Beach Erosion

Beach erosion occurs along the shoreline from Point Conception to Point Mugu. Development and use of the shoreline have caused the loss of natural sand beaches to become a problem.

Because beach erosion affects the entire Southern California shoreline, 17 political jurisdictions and government agencies have formed the Beach Erosion Authority for Control Operations and Nourishment (BEACON) to implement regionally coordinated shoreline protection measures. BEACON has identified the major causes of beach erosion to be as follows:

1. Construction of the Santa Barbara, Ventura, and Channel Islands Harbors has created sediment sinks. To the degree that these harbors are not fully dredged on a continuing basis, they contribute to downcoast beach erosion.
2. Construction of flood control structures and reservoirs on the rivers and streams in Santa Barbara and Ventura counties reduced peak waterflows accordingly reducing the amount of sand reaching the coast. In addition, sediment that is impounded behind the dams cannot reach the coast.

3. Extreme rainfall years with heavy runoff produce a disproportionate amount of sand supply to the coast. For the past several decades, weather patterns have been unusually mild, and thus large amounts of sand have not reached coastal beaches.
4. A gradual rise in sea level over the last century has reduced the size of the exposed sand beach.

The beach in front of Oxnard Shores is severely damaged. Past storms have damaged beach front homes, and the winter storms of 1983 severely flooded this area. Blowing sand in the Oxnard Shores area has caused a significant loss of sand from the beach and created extensive dunes. In addition, the erosion at Hollywood Beach may eventually require the placement of sand on the beach.

Limited development of single-family homes on beach front lots is permitted west of Mandalay Beach Road. Construction is required to be on pilings and setback in order to minimize increased beach erosion.

C. Flooding

The Oxnard Plain has a very low land profile. To mitigate flood hazards, the City of Oxnard in 1979 adopted a Master Plan of Drainage, a Floodplain Management Ordinance, and became a member of the National Flood Insurance Program (NFIP). The Floodplain Management Ordinance, Chapter 35 of the Oxnard City Code, states requirements for development in areas subject to flooding. Any new development is required, through conditions of approval, to eliminate flooding problems as identified by NFIP.

The Ventura County Flood Control District has the authority to maintain and construct flood control facilities on the channels shown on the District's Comprehensive Plan. Oxnard is located within District Zone 2, the Santa Clara River Watershed, which includes East Ventura, El Rio, Fillmore, Oxnard, Piru, Point Hueneme and Santa Paula. A permit from the Flood Control District must be obtained for most activities in the bed and on the banks of these channels.

The NFIP, which is administered by the Federal Emergency Management Agency, has regulations requiring communities to adopt land use restrictions for their 100-year floodplain to qualify for federally-subsidized flood insurance. These restrictions include a requirement that residential structures be elevated above the level of the 100-year flood and that other types of structures be flood-proofed. The occasional shallow flooding that occurs in developed areas of Oxnard is not severe. The extent of the 100-year floodplain is shown on **Figure IX-3**.

D. Hazardous Materials

Tank cars loaded with hazardous materials are transported each week through the center of Oxnard on the Union Pacific Railroad. Out of the daily average of 160 trucks per hour entering Ventura County on U.S. Route 101, the California Highway Patrol estimates that 52 percent carry hazardous materials and an additional 22 percent carry hazardous wastes. No hazardous waste disposal sites are located within the City of Oxnard.

The Oxnard Fire Department administers the CUPA/Hazardous Materials Ordinance and monitors the use of hazardous materials in the City. The Fire Department has identified approximately 1,000 businesses that handle, store or use hazardous materials. Flammable liquids comprise the largest amount of hazardous materials; it is estimated that 200,000 gallons of flammable liquids are stored each month, not including fuel storage. Other hazardous materials that are stored in substantial amounts include corrosives, compressed gases and agricultural chemicals.

The 1989 Ventura County Hazardous Waste Management Plan proposes designated routes for the transportation of hazardous wastes and hazardous materials through Ventura County. Within the Oxnard Planning Area, these routes include U.S. Route 101 and Hueneme Road from Port Hueneme to Las Posas Road.

No known buildings are located over abandoned oil wells, however, there are numerous abandoned wells located within the City's four major oil fields in addition to approximately 50 such wells outside the oil fields. (See **Figure VIII-9** in the Open Space/Conservation Element).

TABLE IX-3

FIRE DEPARTMENT FACILITIES

Location	Personnel and Equipment
Station #1 491 S. "K" St.	1 fire engine/3 persons 1 HazMat vehicle/not staffed 1 ladder truck/4 persons 1 command vehicle/1 person 1 aircraft fire/rescue vehicle/not staffed 1 reserve ladder truck
Station #2 531 E. Pleasant Valley Road	1 fire engine/3 persons 1 reserve engine
Station #3 150 Hill St.	1 fire engine/3 persons 1 reserve engine
Station #4 230 W. Vineyard Ave.	1 fire engine/3 persons 1 reserve engine
Station #5 1450 Colonia Rd.	1 fire engine/3 persons 1 reserve engine
Station #6 2601 Peninsula Rd.	1 fire engine/3 persons 1 rescue squad/1 person

E. Public Safety

1. Fire

The Oxnard Fire Department is a full-time prevention and suppression agency made up of firefighters and support personnel. The Department maintains six fire stations that are described in **Table IX-3**.

The City of Oxnard Fire Department has an automatic aid agreement with Ventura County and mutual aid agreements with the City of Ventura, Ventura County and Point Mugu. The average response time for fire services within the City is three minutes. Oxnard has a Class 2 insurance rating.

Good water pressure exists throughout the City, and adequate pressure exists during peak demand periods. The City water system is continually being upgraded. The City is currently expanding the supply system (Springville Reservoir Project) and the distribution system (Blending Station #4 and Water Pressure Separation Vaults) to ensure that enough water can be delivered at adequate fire flow levels as new customers come on line. The ultimate water distribution system will be capable of delivering approximately 106 cubic feet per second (approximately 68 million gallons per day) which meets the State's required fire flow levels.¹ It is the Fire Department's policy not to permit new construction unless an adequate water supply exists to serve the project.

The most frequent fire calls in Oxnard are emergency medical services, residential fires, vehicular fires and weed/trash fires. High demand areas for emergency services are the La Colonia and South Oxnard neighborhoods.

Projected needs for new or relocated fire stations is discussed in the Public Facilities Element. In order to maintain current staffing ratios an additional 35 firefighters would be needed at City build-out, for a total of 125.

2. Police

The Oxnard Police Department maintains a staff of sworn officers and support personnel. The City is divided into eight beats, all of which are patrolled 24 hours a day by uniformed police officers in four shifts per day. The 1990 ratio of officers per capita is 1.34 officers per 1,000 population. The Department employs state-of-the-art crime techniques, computerized systems and innovative crime prevention programs. The crime rate has declined in recent years. Oxnard also maintains a very active Neighborhood Watch Program.

¹Oxnard Department of Public Works, Summary of Public Works Utility Future Operations (September 29, 1989).

The most prevalent crimes in Oxnard are burglaries and thefts. Beat 1 in the northern portion of the City (between Gonzales Road and U.S. Route 101) is the highest service demand area. The greater amount of service calls within this beat is due partially to the fact that several shopping centers are located in the area.

Service response time for emergency calls is approximately 2.2 minutes. Service response time for nonemergency calls ranges from 12-15 minutes.

In order to provide sufficient police services for planned future growth, an additional 50 officers would be required, for a total of 224 officers.

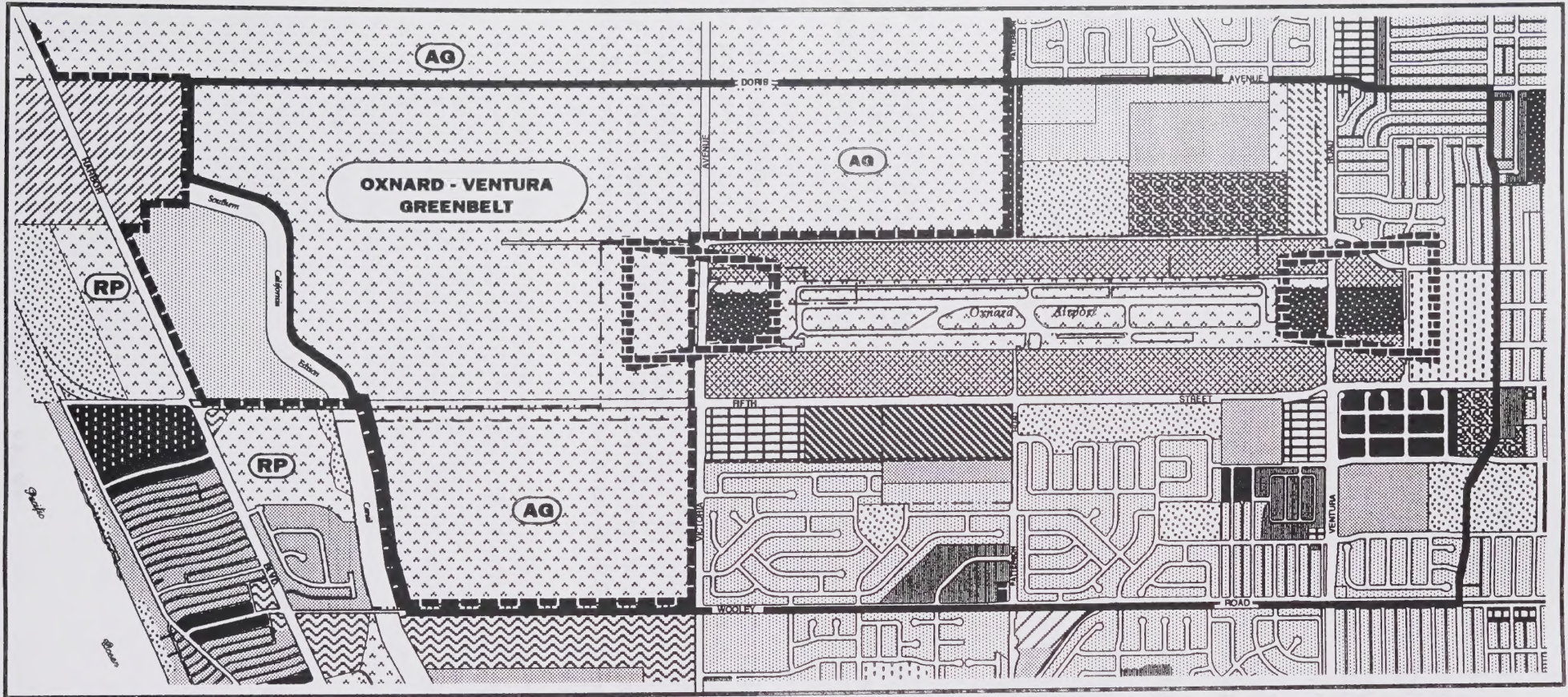
3. Emergency Preparedness

The City adopted an Emergency Preparedness Plan in 1984. The Plan will be reviewed and updated every four years. There is a City emergency center in the Public Safety building, which is located at 251 South C Street. Primary evacuation routes consist of Fifth Street, Channel Island Boulevard, and Route 101 and Route 1. (See **Figure IX-1.**)

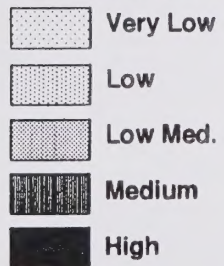
F. Airport Safety

Aircraft operations create the potential for injuries to people and damage to property. The severity of accidents varies greatly, depending on the weight, speed, and fuel load of the aircraft. The amount of destruction resulting from an accident also depends on the land uses in the impacted area.

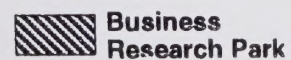
The Oxnard Airport is bounded by Teal Club Road to the north, Ventura Road to the east, West Fifth Street to the south and Victoria Avenue to the west. Over 90 percent of all aircraft approaches to the Oxnard Airport are in an east to west direction over the City of Oxnard. In 1985, there was a total of 170,000 aircraft operations at the Oxnard Airport. According to the Airport Noise Control and Land Use Compatibility Study (ANCLUC), the annual operations capacity is 230,000 operations. The airport clear zones for Oxnard Airport are shown on **Figure IX-4.**



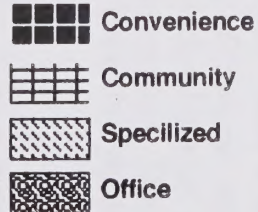
RESIDENTIAL



INDUSTRIAL



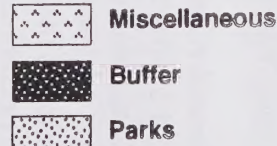
COMMERCIAL



OTHER



OPEN SPACE



AG Agriculture

RP Resource Protection

--- L.A.F.C.O. Sphere Of Influence

— Airport Sphere of Influence

--- Clear Zones

--- Oxnard City Limits

COUNTY GENERAL PLAN DESIGNATES
COUNTY AREAS AS AGRICULTURE

IN ADDITION TO THE CAMARILLO AIRPORT ZONE AND
OXNARD AIRPORT SPHERE OF INTEREST, THE COUNTY
OF VENTURA'S NOISE CRITERIA WOULD APPLY TO USES
OUTSIDE THESE PLANNING AREAS

Figure : IX-4

SCALE



Camarillo Airport, while located outside the Oxnard Planning Area, is of interest to Oxnard because of its close proximity. Available records show approximately one accident per year associated with this airport from 1980 through 1983, with two accidents in 1984. None of these accidents resulted in major injuries or fatalities. Based on estimates of the number of annual operations, the accident rate has been one accident per 156,740 operations. As operations at this airport increase in the future, the risk of accidents can be expected to remain between 0.5 - 1.0 accident per 100,000 operations.¹

The Naval Air Station at Point Mugu is a federal installation. The Navy is currently in the process of updating its Accident Prevention Zone (APZ) mapping for the Point Mugu facility.

G. Landfills

Bailard Landfill, which is located north of Gonzales Road and west of Victoria Avenue was closed in 1995. Two other landfills, Coastal and Santa Clara, which have recently been closed, are located adjacent to or as part of the River Ridge Golf Course (see **Figure IX-1**). These three landfills are all near areas that could support future development. Adjacent properties could be subjected to odors and gas migration. Three older landfills, Oxnard (Ormond Beach area), Walker-Sears by the Sea and Wagon Wheel (Wagon Wheel area) have all been developed upon.

FINDINGS

1. Geologic hazards that could affect the City of Oxnard include surface rupture, groundshaking, liquefaction, compaction, tsunamis and seiches, subsidence and uplift.
2. Coastal portions of the City are experiencing beach erosion due to increased development and use of the shoreline.
3. The City experiences occasional, shallow flooding in developed areas. Actions taken by the City to reduce flooding problems include membership in the National Flood Insurance Program (NFIP), adoption of a Master Plan of Drainage and adoption of a Floodplain Management Ordinance.
4. Hazardous wastes are transported through the City by truck and by rail. The 1989 Ventura County Hazardous Waste Management Plan identifies proposed routes for the transportation of hazardous wastes and hazardous materials through the City of Oxnard.
5. The City will need to increase the number of police and fire personnel to maintain existing service ratios in light of projected population.

¹Ventura County General Plan, Hazards Appendix (May 24, 1989), p. 54.

6. The City has an Emergency Preparedness Plan.
7. There is a potential for aircraft accidents from development in the airport clear zones.
8. The Bailard, Coastal and Santa Clara Landfill sites are proximate to areas designated for potential future urban development.

DEVELOPMENT POLICIES

A. Goals

Maintenance and enhancement of a safe community.

B. Objectives

1. Manage urban development to protect areas subject to geologic hazards.
2. Minimize beach erosion.
3. Minimize damage to public and private property from flooding.
4. Provide for the safe use and transportation of hazardous materials and wastes.
5. Provide effective and efficient fire protection services.
6. Provide effective and efficient police protection services.
7. Provide for the operation of a safe airport.

C. Policies

Geologic Hazards

1. The City should adopt updated versions of the Uniform Building Code and require all new private and public construction to conform to its earthquake resistant design provisions.
2. The City shall require that adequate soils, geologic and structural evaluation reports be prepared by registered soils engineers, engineering geologists, and/or structural engineers, as appropriate, for all new development.
3. The City should require that geological reports, building plans and the appropriate sections of environmental impact reports be reviewed by registered engineering geologists and/or structural engineers.
4. The City should evaluate disaster plans and potential effectiveness in light of various earthquake intensities.

5. With applications for permits and approvals, the City should require the submission of a geological report or a request for a waiver of such a report if the proposed development is located in a potential liquefaction area and the development proposal is one of the following:

- a. Any subdivision of land subject to the Subdivision Map Act for which the eventual construction of a structure for human occupancy is contemplated; or
- b. Structures for human occupancy, except single-family dwellings and mobile homes, to be built or placed on lots previously approved through the building permit process.

Structures for human occupancy may only be constructed or placed on the site if the approved geological report shows that no undue hazard would be created. Mitigation measures may be required for human occupancy structures, based on the recommendation in the geological report.

Waiver of the liquefaction report is allowed in certain situations where it can be shown as follows: (1) that groundwater or geologic conditions do not constitute a liquefaction hazard; or (2) that the proposed project is a land division; or (3) that satisfactory mitigation of the potential hazard is possible, as submitted by a qualified engineer or geologist.

6. All proposed development shall be required to complete a site-specific soils investigation, which addresses at a minimum liquefaction and compressible soil characteristics on-site. A report shall be submitted to the City detailing the findings of this soil investigation, and the report shall identify any necessary construction techniques or other mitigation measures to prevent significant liquefaction/compressible soils impacts upon the proposed development. All recommendations of said report shall be incorporated into the development as conditions of approval.
7. The City shall avoid, to the maximum extent feasible, increases in the level of groundwater extraction as a method for meeting new water demands. If feasible, the City shall reduce the level of current groundwater extraction to minimize existing subsidence trends.
8. The City should locate all facilities necessary to carry out post-disaster emergency services in areas of low geologic hazard risk.
9. All existing and future abandoned oil wells shall be required to be capped and secured according to the California Division of Oil and Gas Standards.

Beach Erosion

10. The City should continue to actively participate in the Beach Erosion Authority for Control Operations and Nourishment (BEACON), and shall deny any future developments that cannot be mitigated to avoid significant adverse impacts on the function of the littoral system.
11. If proposals are ever submitted for reconfiguration of the Channel Islands Harbor or for the creation of a new sea-connected channel, harbor or marina, the City shall require the preparation of detailed shoreline erosion and littoral process studies to evaluate the impacts of such a proposal on local and regional beach erosion conditions. Such studies shall include mitigations to avoid significant erosion impacts, which would be required to be incorporated within that proposal.
12. In view of the potential rise in the sea level, the City should confer with appropriate state and federal agencies and seek information and advice concerning the probability, impacts, and mitigation measures to minimize beach erosion and inundation of coastal development and shall evaluate specific mitigation measures in EIRs for new development in coastal areas.

Flooding

13. As a condition of approval, the City shall continue to require any new development to mitigate flooding problems identified by the National Flood Insurance Program.
14. The Flood Control District should require subdividers to dispose of drainage water originating within their subdivisions and all drainage water originating above their subdivisions that is concentrated by the construction of the subdivision by: (1) conducting the water to the natural water course draining the subdivision; or (2) discharging the water at the edge of their subdivisions and obtaining easements from downstream owners of the land over which the water will flow to the water course. Subdividers are required to construct the above works and such other works as will protect their subdivisions from damage by water and dedicate them to the County of Ventura Flood Control District for red line channels.
15. The City shall continue to provide information to the Federal Emergency Management Agency to ensure that Flood Insurance Rate Maps which cover Oxnard are updated periodically to address changing flood conditions brought about by urban developments.
16. The City shall continue to review proposed developments to ensure that they would not impact the capacity or ability of any natural drainages to conduct storm waters.
17. The City shall continue to review any development proposals that would create new channels to the Pacific Ocean, or which would substantially affect the configuration of existing channels, to ensure the avoidance of significant flooding impacts. The applicant of any such development proposal shall be required to submit a Flood Prevention Plan as a part of the application, which indicates that structures would be placed above resulting flood levels and which includes any proposed flood control facilities.

Hazardous Wastes

18. The surface area over abandoned wells should not be covered with new structures or streets so equipment can be moved in if the well starts to leak.
19. The City should prohibit the transfer of toxic materials in residential, tourist and recreational areas.
20. The City shall not permit any use that poses a high risk to the health, safety, and welfare of the residents, workers and visitors or the natural environment of the City. A high-risk use is any use that may have an inherent potential for significantly contaminating soils, groundwater, or air and that may affect human and biological health, safety, and welfare through upset, explosion, or fluid or airborne leakage.
21. The City should implement the policies of the Ventura County Hazardous Waste Management Plan as they pertain to the Oxnard Planning Area.
22. The establishment of a hazardous waste collection and transfer facility shall only be considered in conjunction with a subregional evaluation of waste generation sources.
23. Consideration should be given to combining solid waste and hazardous waste collection and transfer facilities.
24. Preference for the location of such a facility is east of Rice Avenue in the Northeast Industrial Area.

Fire Protection

25. The City shall monitor the need for personnel through the Five-Year Development Plan and will require all large developments to prepare a fiscal analysis of fire personnel and equipment needs in conjunction with the CFIE process.
26. New commercial and industrial development shall provide sprinklers per City Fire Department requirements, and shall incorporate measures for fire prevention and access for firefighting personnel and equipment.
27. The City requires sprinklers in all residential uses and smaller commercial and industrial businesses.
28. The City should consider a Fire Prevention Mitigation Fee to provide a continued adequate level of service.
29. The City requires all new projects to have fire service equipment and sprinkler systems.
30. The City prohibits new development in any areas not served by sufficient water pressure to meet current standards.

31. The City should publicize fire services throughout the education system, placing an emphasis on the elementary school level.

Police Protection

32. The City shall monitor the need for personnel through the Five-Year Development Plan and will require all large developments to prepare a fiscal analysis of fire personnel and equipment needs in conjunction with the CFIE process.
33. New commercial and industrial development shall provide sprinklers per City Fire Department requirements, and shall incorporate measures for fire prevention and access for fire fighting personnel and equipment.
34. The City should expand the requirement for sprinklers in residential uses and smaller commercial and industrial businesses.
35. The City should require the Police Department to review all proposed development projects for potentially dangerous situations, and implement its recommendations.
36. The City should consider employing state-of-the-art law enforcement communication techniques to decrease response time.
37. The City should require crime prevention devices (deadbolts, locks, peepholes, etc.) in all new development.
38. The City should encourage use of the principles of crime prevention and defensible space through security design, Neighborhood Watch Programs, and other appropriate means.
39. The City should adequately publicize police protection services throughout the education system, placing an emphasis on the elementary school level, and encourage joint police-citizen participation through the Inter-Neighborhood Coordinating Council and Neighborhood Councils.

Emergency Preparedness

40. The City should encourage the creation of countywide systematic review of emergency preparedness organizations, schools, police departments and programs.
41. The City should establish a volunteer citizens Disaster Group to help during emergencies.

Airport Safety

42. The City should participate in the forthcoming update of the Oxnard Airport Master Plan and should consider developing an Airport Compatibility Zone for the area located adjacent to Oxnard Airport.
43. The City should encourage new school facilities to be located beyond a two-mile radius of the Oxnard Airport, subject to approval by the Department of Aeronautics.

Landfills

44. The ongoing impacts associated with closed landfills shall be taken into consideration in establishing the intensity, density and location of development and buildings on adjacent properties.

IMPLEMENTATION MEASURES

1. Participate in the update of the Oxnard Airport Master Plan.
2. Adopt an Airport Compatibility Zone for the area located adjacent to Oxnard Airport.
3. Establish an ongoing program to identify and survey places of public assembly, such as hospitals, municipal facilities, schools, fire stations, churches, and other buildings that could expose large numbers to injury if there was a structural failure.
4. Develop public recreational and other programs to deter crime, including specific programs for young people.
5. Continued enforcement of the Uniform Fire Code.
6. Implement the County Hazardous Waste and Materials and Management Program.
7. Require that any proposed development located adjacent to any active or closed landfill fully evaluate the potential environmental impacts associated with ongoing activities and conditions of these facilities.

X. NOISE ELEMENT

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X. NOISE ELEMENT

INTRODUCTION

Existing and future development of Oxnard is affected by noise levels, and the Noise Element provides information on the City's current and future noise levels. In largely undeveloped areas, this information enables the City to identify locations where noise may be a factor, especially for those land uses that are particularly sensitive to noise impacts. In more developed areas, the Noise Element provides a basis for the adoption and enforcement of noise standards and thereby helps to protect the health and well-being of persons living and working in Oxnard.

SETTING

A. Definitions

Noise is often defined as unwanted or objectionable sound. Although sound is measurable, noise is subjective. The effects of sound on people range from annoyance and inconvenience to temporary or permanent hearing loss. Every day, people are subjected to a multitude of sounds at home or in the work place. The relationship between measurable sound and human irritation is the key to understanding noise impact.

The A-weighted decibel, commonly abbreviated dB(A), relates sound levels to the sensitivity of the human hearing system. This measurement is calibrated to detect the faintest audible sound and has approximately the same frequency response as the human hearing system. A listener often judges an increase in sound levels of 10 dB(A) as a doubling of sound.

Many sounds are by-products of desirable and necessary day-to-day activities. Unfortunately, some of these sounds are not only undesirable but may also be detrimental to health.

Everyday sounds normally range from 30 dB(A) (very quiet) to 100 dB(A) (very loud). Sound levels decrease as a function of distance from the source. As the sound wave travels away from the source, the sound energy is spread over a greater area, causing the sound power of the wave to be dispersed. Atmospheric absorption also influences sound levels. The greater the distance sound travels, the greater the degree of atmospheric absorption, which is a function of the frequency of the sound wave and the humidity of the atmosphere.

Noise is known to have several adverse effects on people. From these known adverse effects, criteria have been established to protect the public health and safety and to prevent disruption of certain human activities. These criteria are based on such known adverse effects as hearing loss (not generally a factor with community noise), communication interference, sleep interference, physiological responses and annoyance.

Community noise varies with time. Several rating scales have been designed to quantify noise exposure over a long period of time. These scales are defined as follows:

- Equivalent Noise Level (LEQ): The average energy level of noise during the time period of the sample, expressed as a decibel. LEQ can be measured for any time period, but is typically measured for 15-minute, 1-hour or 24-hour periods.
- Day Night Noise Level (Ldn): A 24-hour, time-weighted average noise level. Time-weighted refers to the penalty imposed for noise that occurs during certain sensitive time periods; those events that take place during the night (10:00 p.m. to 7:00 a.m.) are penalized by 10 dB(A). This penalty is imposed to account for increased human sensitivity to noise at night.
- Community Noise Equivalent Level (CNEL): CNEL is similar to the Ldn scale except that it includes an additional 5 dB(A) penalty for events that occur during the evening (7:00 p.m. to 10:00 p.m.). Either Ldn or CNEL may be used to identify community noise impacts within the Noise Element.

A 65 dB(A) CNEL level describes an area as having a time-weighted average constant noise level of 65 dB(A), even though the area would experience noise events higher and lower than 65 dB(A). The same CNEL can describe an area with very few high-level noise events and an area with many lower level noise events. To account for intermittent or occasional noise that would not be reflected on a time-weighted average scale, such as that from stationary noise sources, another method to characterize noise is used. The Percent Noise Level (L percent) is the level exceeded X percent of the time during the measurement period. For example, L90 is the noise level exceeded 90 percent of the time, L50 is the level exceeded 50 percent of the time, and L10 is the level exceeded 10 percent of the time. L90 represents the background or minimum noise level, L50 represents the average noise level, and L10 the peak or intrusive noise level.

B. Land Use Compatibility Guidelines

The State of California has identified acceptable noise levels for various land uses. Maintenance of these desired noise levels will protect public health and welfare with an adequate margin of safety.

The State requires that interior noise levels resulting from the intrusion of exterior noise be limited to not more than 45 dB(A) CNEL for residential units, including transient lodgings such as hotels, motels, and inns. This interior standard is appropriate for hospitals and educational uses, which are also noise-sensitive land uses. A land use noise compatibility chart is shown in **Table X-1**.

The state Aeronautics Act uses 65 dB(A) CNEL as the criterion that airports must meet to protect existing residential communities from unacceptable aircraft noise. The Oxnard Airport Noise Control and Land Use Compatibility Study (ANCLUC) identified existing residential uses to be discouraged within the 65 dB(A) CNEL.

C. Noise Sources

The main noise generators within the City of Oxnard consist of vehicular traffic along Route 101 (Ventura Freeway), major highways and thoroughfares, the Oxnard Airport and the Union Pacific Railroad line. The concentration of these major generators may produce more noise than other cities of comparable size that have fewer noise generators.

1. Vehicular Noise

As with most communities, vehicular traffic generates the major source of noise in Oxnard. The traffic noise levels indicated in the Noise Element were computed using the Highway Traffic Noise Protection Model published by the Federal Highway Administration (FHWA-RD-77-108, December 1978). The Model uses traffic volume, vehicle mix, vehicle speed, and roadway geometry to compute the LEQ. Weighting these noise levels and summing them results in the CNEL for the traffic projections. Existing traffic noise levels are shown as contours in **Figure X-1**.

A noise contour, which is similar to a topographic contour, maps a concentric footprint around the noise source.¹

The highest noise levels are adjacent to the Ventura Freeway. Noise levels that would impact noise sensitive land uses such as residences, schools and hospitals also occur along major arterials including Victoria Avenue, Channel Islands Boulevard, Ventura Road and Oxnard Boulevard.

¹ The State legislation now permits the use of either noise monitoring or approved methods of noise modeling in preparing noise contours. Both analyses were utilized to prepare this element. Stationary sources were monitored while vehicular and railroad sources were modeled.

GENERAL PLAN



—— NOISE CONTOUR

----- PLANNING AREA

EXISTING NOISE COUNTOURS

Figure : X -1



Figure 9.3

LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS ⁽¹⁾

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE L _{dn} OR CNEL, dB						INTERPRETATION
	55	60	65	70	75	80	
RESIDENTIAL - LOW DENSITY SINGLE FAMILY, DUPLEX, MOBILE HOMES							 NORMALLY ACCEPTABLE Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
RESIDENTIAL - MULTI-FAMILY							
TRANSIENT LODGING - MOTELS, HOTELS							 CONDITIONALLY ACCEPTABLE New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
SCHOOLS, LIBRARIES, CHURCHES, HOSPITALS, NURSING HOMES							
AUDITORIUMS, CONCERT HALLS, AMPHITHEATRES							 NORMALLY UNACCEPTABLE New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS							
PLAYGROUNDS, NEIGHBORHOOD PARKS							 CLEARLY UNACCEPTABLE New construction or development should generally not be undertaken.
GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETERIES							
OFFICE BUILDINGS, BUSINESS COMMERCIAL AND PROFESSIONAL							
INDUSTRIAL, MANUFACTURING UTILITIES, AGRICULTURE							

CONSIDERATIONS IN DETERMINATION OF NOISE-COMPATIBLE LAND USE

A. NORMALIZED NOISE EXPOSURE INFORMATION DESIRED

Where sufficient data exists, evaluate land use suitability with respect to a "normalized" value of CNEL or L_{dn}.

B. NOISE SOURCE CHARACTERISTICS

The land use-noise compatibility recommendations should be viewed in relation to the specific source of the noise. For example, aircraft and railroad noise is normally made up of higher single noise events than auto traffic but occurs less frequently. Therefore, different sources yielding the same composite noise exposure do not necessarily create the same noise environment. The State Aeronautics Act uses 65 dB CNEL as the criterion which airports must eventually meet to protect existing residential communities from unacceptable exposure to aircraft noise. In order to facilitate the purposes of the Act, one of which is to encourage land uses compatible with the 65 dB CNEL criterion wherever possible, and in order to facilitate the ability of airports to comply with the Act, residential uses located in Com-

munity Noise Exposure Areas greater than 65 dB should be discouraged and considered located within normally unacceptable areas.

C. SUITABLE INTERIOR ENVIRONMENTS

One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL of L_{dn}. This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under consideration, should govern the minimum acceptable distance to a noise source.

D. ACCEPTABLE OUTDOOR ENVIRONMENTS

Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered "normally acceptable" for that land use category, may be appropriate.

(1) Office of Noise Control, California Department of Health (1976).

2. Airport Noise

a. Oxnard Airport¹

The California Division of Aeronautics has adopted the Community Noise Equivalent Level (CNEL) as their methodology for describing airport noise exposure. The Federal Aviation Administration (FAA) and Environmental Protection Agency (EPA) use the Day Night Noise Level (Ldn) for quantifying noise levels in the community. As noted above, the Ldn and CNEL are closely related, and noise levels computed by the two methods typically differ by less than 1 dB(A), even though the Ldn does not apply a weighting factor to noise occurring within the evening (7:00 to 10:00 p.m.).

The California Division of Aeronautics requires land use within a 65 dB(A) CNEL contour around airports to be compatible with airport operations. Otherwise, the airport operator is required to obtain a variance from the State to continue airport operations.

Land uses which are considered incompatible within the 65 dB(A) CNEL are as follows:

- Single-family dwellings
- Multiple-family dwellings
- Trailer parks
- Schools of standard construction
- Hospitals
- Childcare facilities

Compatible land uses within the 65 dB(A) CNEL include:

- Agriculture
- Airport property
- Industrial property

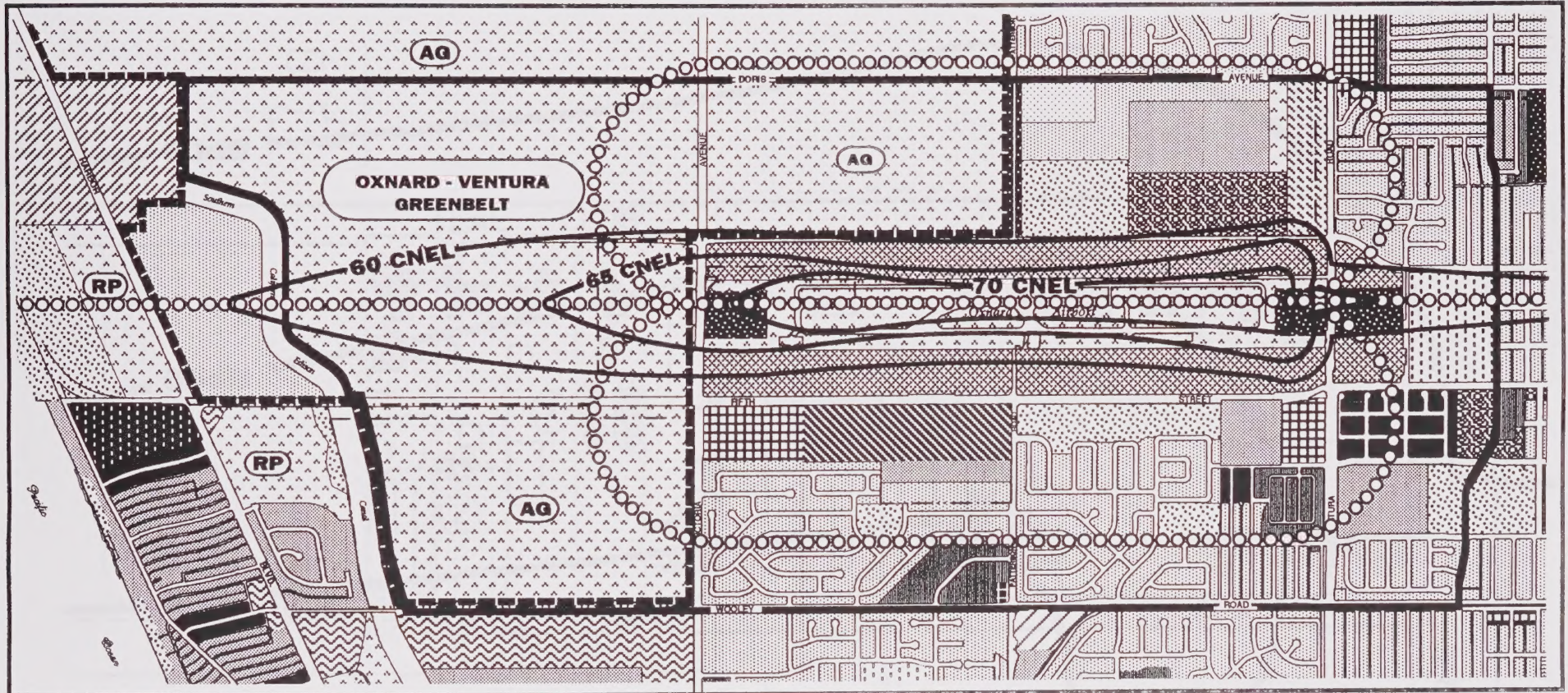
¹ The information in this section is based on the Oxnard Airport ANCLUC Study, Final Report (October 1984), prepared by PRC Engineering, Inc. It is supplemented by additional analyses for the Oxnard Airport Master Plan EIR.

- Commercial property
- Property subject to an aviation easement for noise
- High rise apartments in which adequate protection against exterior noise has been included in the design and construction, together with a central air-conditioning system. Adequate protection means that the noise reduction, design and construction (exterior to interior) shall be sufficient to assure that interior community noise equivalent level in all habitable rooms does not exceed 45 dB(A) CNEL during aircraft operations.

Oxnard Airport is used primarily by general aviation and commuter aircraft. In 1985, there were about 294 aircraft based at this facility. No expansion of airport operations is planned at this time. Oxnard Airport noise contours for 1983 are shown in **Figure X-2**.

Incompatible land uses within the existing 65 dB(A) CNEL contour for Oxnard Airport consist of single family and multiple family residential units located in the area bounded by Teal Club Road to the north, Ventura Road to the east, and Little Farms Road to the south. There are a total of 21 incompatible single family units and 10 incompatible multiple family units located on 17 parcels (approximately 9 acres) within this area. (See **Figure X-3**.) Because these dwelling units are primarily impacted by the noise from aircraft while still on the ground, preparing for takeoff, on-site noise measurements may indicate that intervening structures shield some of these units. Therefore, those dwelling units not in a direct noise transmission path from aircraft on the runway may be exposed to less than 65 dB(A) CNEL. In the remainder of the 65 dB(A) CNEL contours, the existing land uses consist of compatible commercial, light industrial and agricultural uses.

While it is also desirable to prohibit residential uses within the 60 dB(A) CNEL contour, they are not considered incompatible. Approximately two acres and eight single-family homes are located north and east of Ventura Road in the 60 dB(A) contour. The other approximately one-acre residential area affected by the 60 dB(A) CNEL contour, which contains a total of 16 units, is located south of Fifth Street. The existing land uses in the remainder of the 60 dB(A) CNEL contour consist of commercial land uses.



RESIDENTIAL

- Very Low
- Low
- Low Med.
- Medium
- High

INDUSTRIAL

- Business Park

COMMERCIAL

- Convenience
- Community
- Specilized
- Office

OTHER

- Airport Compatible
- Schools

OPEN SPACE

- Miscellaneous
- Buffer
- Parks

AG

Agriculture

RP

Resource Protection

- L.A.F.C.O. Sphere Of Influence
- Airport Sphere of Influence
- Noise Control 10, 65 & 70
- Flight Tracts

COUNTY GENERAL PLAN DESIGNATES COUNTY AREAS AS AGRICULTURE

IN ADDITION TO THE CAMARILLO AIRPORT ZONE AND OXNARD AIRPORT SPHERE OF INTEREST, THE COUNTY OF VENTURA'S NOISECRITERIA WOULD APPLY TO USES OUTSIDE THESE PLANNING AREAS

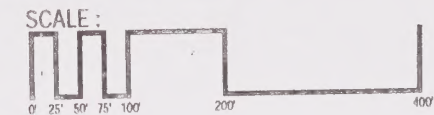
Figure : X -2



GENERAL PLAN



Figure : X -3



IMPACTED LAND USES

b. Point Mugu NAS

The Point Mugu Naval Air Station is located within the jurisdictional boundaries of the County of Ventura, which designates the site as “Institutional Use.” The property is also within the City of Oxnard Planning Area. While no major established flight patterns pass over the City, infrequently used patterns do pass over residential areas of Oxnard. In 1983, the last year for which figures are available, 70,484 aircraft takeoffs and landings occurred at Point Mugu.

The required noise/land use studies conducted for Air Force and Navy Installations are known as Air Installation Compatible Use Zone (AICUZ) studies. The objectives are to protect military installation operations from the effects of incompatible land uses and, by providing information on aircraft accident hazards and noise, to assist local, regional, State and Federal officials in protecting and promoting public health, safety and welfare. In 1985, an aircraft noise survey was prepared for Point Mugu NAS. According to the Navy, the data used in the 1985 study may be inaccurate and a new study is underway. There are currently no reliable noise contours for Point Mugu and therefore none are shown on either the Existing Noise Contours (Figure X-1) or 2020 Noise Map (Figure X-5).

c. Camarillo Airport

According to the Ventura County Department of Airports, the Camarillo Airport does not have any flight paths over the City of Oxnard. Portions of the Northeast Industrial Area may be impacted by noise from airport operations.

3. Railroad Noise

Union Pacific Railroad line running across Oxnard is the only railroad line in the City utilized on a regular basis. The line enters the City at its eastern boundary, runs west along East Fifth Street to the Transportation Center where it turns north and runs along Oxnard Road, and eventually crosses the northern City boundary at the Ventura Freeway.

The Union Pacific Railroad line operates approximately eight trains in Oxnard within a 24-hour period. Four trains are scheduled Amtrak passenger trains, and the other four are nonscheduled freight trains that could pass through the City anytime during a 24-hour period. The older residential neighborhoods in the central portion of the City are subject to the most noise impacts from the railroad activity, particularly the nighttime freight trains.

Because this railroad line runs along a major roadway, the increased noise generated by railroad operations does not rise significantly above the traffic noise contour. The CNEL noise contours for the railroad line are shown on the Existing Noise Contour Map (Figure X-1).

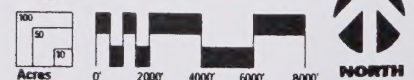
GENERAL PLAN

General Plan Adopted : Oct. 14, 1990
Revised : Feb. 15, 2000



STATIONARY NOISE SOURCES

Figure : X -4



4. Stationary Noise Sources

Most of the stationary noise sources within the City are located in the two industrial areas known as the Hueneme Road Industrial Area and the Central Industrial Area. A measurement survey of stationary noise associated with various commercial/industrial operations at thirteen locations throughout the City was completed on September 26 and 27, 1989. These consisted of Willamette Industries, Halaco Engineering, Occidental Chemical, Arcturus Manufacturing, Kaiser Aluminum, the Ormond Beach and Mandalay Edison plants, Kimtruss Manufacturing, Five Points Car Wash, Richview Agricultural Processing, Saint Francis Cooling, Superior Cooling, and the Oxnard Metal Recycling Center. The measurement locations are shown in **Figure X-4**. The results of the ambient noise measurements at each of these thirteen sites are presented in **Table X-2**, which shows the date and time of the measurement and the primary noise source. Each site was monitored for a minimum of 15 minutes. The quantities measured were the Equivalent Noise Level (LEQ), the maximum noise level and the Percent Noise Levels (L percent).

Although the measurement results indicate that noise levels due to stationary sources in Oxnard are significant (in the 65-80 dB(A) range), noise sensitive land uses such as residences have been located away from these operations. In addition, no major new stationary noise sources close to sensitive land uses are anticipated, and any such proposal would be required to mitigate any potential noise impact.

TABLE X-2

STATIONARY NOISE SOURCE MEASUREMENTS

Site	Location	Date	Time	LEQ	Lmax	L10	L50	L90	L99	Cause of Lmax
1	Willamette Industries	26-Sep	14:45	68.8	80.7	69.9	65.5	64.7	64.3	Truck
2	Halaco Engineering	26-Sep	15:15	58.4	70.1	57.9	52.9	51.7	51.3	Fork Lift
3	Occidental Chemical	26-Sep	15:45	70.8	74.5	71.7	70.3	69.9	69.9	Truck
4	Arcturus Manufacturing	26-Sep	16:30	70.5	77.3	73.7	68.3	66.1	64.9	Machinery
5	Kaiser Chemical	26-Sep	17:00	59.9	69.9	60.9	56.5	55.3	54.5	Truck
6	Edison-Ormond Beach Plant	26-Sep	17:30	63.0	66.1	64.5	62.7	60.9	59.7	Tractor
7	Kimtruss Manufacturing	27-Sep	8:15	69.4	82.5	69.9	63.3	60.1	58.3	Fork Lift
8	Edison - Mandalay Plant	27-Sep	10:00	66.7	77.3	69.9	61.9	53.3	52.1	Truck
9	Five Points Carwash	27-Sep	10:45	78.8	84.7	83.3	71.1	65.1	63.5	Carwash
10	Richview Agricultural Proc.	27-Sep	11:15	69.7	77.1	72.3	67.9	66.1	65.5	Fork Lift
11	St. Frances Cooling	27-Sep	11:45	66.4	74.9	70.3	63.1	58.3	57.1	Truck
12	Superior Cooling	27-Sep	12:15	64.7	73.1	68.1	61.3	59.1	58.3	Truck
13	Oxnard Metal Recycling Co.	27-Sep	12:45	73.8	88.1	74.3	64.1	58.7	57.1	Crane

FINDINGS

1. As traffic increases, noise impacts associated with vehicular traffic will increase.
2. Future development in the Ormond Beach area may be impacted by noise from the Point Mugu NAS.
3. Residences in the central portion of Oxnard are subject to impacts from railroad noise, particularly from nighttime freight trains.
4. There are single-family and multiple-family land uses within the Oxnard Airport 65 dB(A) CNEL contour. Such uses are considered incompatible with airport operations.
5. As development continues, noise conflicts between urban and rural land uses can be anticipated to increase.

DEVELOPMENT POLICIES

Noise problems in the Oxnard community can be mitigated through this 2020 General Plan and particularly this Noise Element. Mutually compatible goals and objectives provide a general framework for future efforts to achieve a quiet environment.

A. Goals

A quiet environment for the residents of Oxnard.

B. Objectives

1. Provide acceptable noise levels for residential and other noise-sensitive land uses consistent with State guidelines.
2. Protect noise sensitive uses from areas with high ambient noise levels.
3. Integrate noise considerations into the community planning process to prevent noise/land use conflicts.

C. Policies

1. The City should encourage land uses that are not noise sensitive in areas that are permanently committed to noise producing land uses, such as transportation corridors.
2. The City should promote maximum efficiency in noise abatement efforts through intergovernmental coordination and public information programs.
3. Educational institutions should be located in areas where students and teachers can perform without distraction from noise.

4. The City shall promote, where feasible, alternative sound attenuation measures other than the traditional wall barrier. These may include berms, a combination of berms and landscaping, or locating buildings away from the roadway or other noise source.
5. Municipal policies shall be consistent with the Ventura County Airport Land Use Commission's adopted land use plan.
6. Proposed development projects shall not generate more noise than that classified as "satisfactory," as determined by the noise compatibility standards, on nearby property. Project applicants shall reduce or buffer the noise generated by their projects.
7. The City shall prohibit the development of noise-sensitive land uses within the Oxnard Airport 65 dB(A) CNEL contour.
8. The City shall continue to enforce State Noise Insulation Standards for proposed projects in suspected high noise environments. The Planning Division shall notify prospective developers that, as a condition of permit issuance, they must comply with noise mitigation measures, which are designed by an acoustical engineer. No building permits will be issued without City staff approval of the acoustical report/design.
9. The City shall establish noise referral zones along existing or proposed major transportation routes. Proposed development within these zones should be evaluated for noise impacts.
10. Preparation of the Ormond Beach Specific Plan shall include acoustical analysis to determine potential impacts from Point Mugu NAS and Air National Guard facility.
11. Noise contour maps and tables shall be utilized as a guide to future land use decisions.

D. Plan Proposals

The 2020 Noise Map is shown in **Figure X-5**.

IMPLEMENTATION MEASURES

1. Adopt State of California noise-compatible land use criteria.
2. Develop and adopt a noise ordinance.
3. Enforce State Noise Insulation Standards.
4. Update noise standards and criteria at least every five years to reflect new developments in the area of noise control.

5. Rezone property within the Oxnard Airport area to nonresidential and non-sensitive land uses that are consistent with the "Airport Compatible" designation of the Land Use Element.
6. Establish noise referral zones along existing or proposed major transportation routes.
7. Work with the California Department of Transportation to develop a highway noise mitigation program for the Route 101 corridor (Ventura Freeway).

GENERAL PLAN



LEGEND

- NOISE CONTOUR
- - - - - PLANNING AREA

2020 NOISE CONTOURS

Figure: X-5



XI. ECONOMIC DEVELOPMENT ELEMENT

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XI. ECONOMIC DEVELOPMENT ELEMENT

INTRODUCTION

During the 1970s, the community's economic development planning was less active than it could have been. For example, the County taxable retail sales grew by about 258 percent during the 1970s while Oxnard's taxable retail sales grew only by 182 percent. In addition, Oxnard's unemployment rate was high, indicating that new jobs were not keeping pace with the increase in population.

In the 1980s and 1990s, the City began to pursue more actively its economic goals by establishing an Economic Development Commission consisting of public agency and private business representatives, establishing a variety of City-funded financial aid programs for small businesses and existing businesses, strengthening financial and other support of the Oxnard Convention and Visitors' Bureau's new marketing efforts, and pursuing other activities supporting economic development.

The Oxnard City Council, the Economic Development Corporation, City staff, and Oxnard residents all play a part in the economic development of the community.

SETTING

A. Definitions

Throughout this Economic Element, several key terms are used, and their definitions follow:

1. Primary Market Area

The Primary Market Area (PMA) constitutes the major source of demand for the retail goods and services within the City. The boundaries of the PMA essentially encompass the Oxnard Growth Area and adjacent Non-Growth Area (see Chapter III), and the City of Port Hueneme.

For statistical purposes, the PMA is defined by including the following census tracts:

29, 30, 31, 32, 33, 34, 35, 36.03, 36.04, 36.05, 36.06, 37, 38, 39, 40, 41, 42 (portion), 43.02 (portion), 44 (portion), 45, 46, 47.01, 47.02, 47.03, 48, 49, 50, and 51 (portion).

2. Secondary Market Area

The Secondary Market Area (SMA) includes the geographical areas adjacent to the PMA. Historically, residents from this zone have traveled to Oxnard for major retail purchases. The SMA is the area within a 30-minute drive of the majority of retail establishments in the City of Oxnard.

The SMA, which includes most of the remainder of the Oxnard Plain, is defined by statistical subareas identified by the Ventura County Resource Management Agency, as follows:

- Camarillo Growth and Non-Growth Areas
- Santa Paula Growth and Non-Growth Areas
- Port Hueneme Growth Area
- Ventura Growth and Non-Growth Areas
- Las Posas Non-Growth Area

3. Standard Metropolitan Statistical Area

The Standard Metropolitan Statistical Area (SMSA) is an area defined by the U.S. Census Bureau. It is the standard area for reporting population, housing and economic data. The SMSA boundary is coterminous with Ventura County.

B. Population Profile

The data on population and income projections in this Economic Element are derived from the report "Analysis of Commercial Land Use Requirements in the City of Oxnard, June 1983." That report provided projections to the year 2010.

1. Population Growth Trends

Historic population trends from 1970 to 1985 for the Oxnard PMA, Oxnard SMA, and SMSA are provided in **Table XI-1**. During this time, the Oxnard PMA has grown from 89,819 persons to 142,300 persons, which is a net gain of 52,481 persons. During the last five years, the Oxnard PMA has grown at an average annual rate of 2.55 percent or nearly 3,400 persons per year.

Over the same 15-year period, the SMSA has grown from 378,497 persons to 584,360 persons, which is a net gain of 205,863 persons. The SMSA has grown at a slightly lower rate than the Oxnard PMA, with the consequence that the Oxnard PMA's share of total SMSA population increased slightly from 23.7 percent in 1970 to 24.4 percent in 1985.

TABLE XI-1
POPULATION GROWTH TRENDS
1970-1985

Area	1970 - 1980			Change, 1970-1980	
	1970	1980	Total	Annual	Annual Percent
Primary Market Area ¹	89,819	126,234	36,415	3,642	3.46%
Secondary Market Area ²	114,805	177,324	62,519	6,252	4.44
Ventura County (SMSA)	378,497	529,174	150,677	15,068	3.41
Primary and Secondary Market Areas as Percent of Total County	54%	57%	66%		

¹Includes Census Tracts 29 through 41; portions of Census Tracts 42, 43.02 and 44; Census Tracts 45 through 50; and a portion of Census Tract 51.

²Includes the following areas defined by the Ventura County RMA: Camarillo Growth Area; Camarillo Non-Growth Area; Las Posas Non-Growth Area; Port Hueneme Growth Area; Santa Paula Growth Area; Santa Paula Non-Growth Area; Ventura Growth Area; and Ventura Non-Growth Area.

Area	<u>1980 - 1985</u>		Total	Change, 1980-1985	
	1980	1985		Annual l	Annual Percent
Primary Market Area	126,234	142,300	16,066	3,382	2.55%
Secondary Market Area	177,324	195,060	17,736	3,734	2.03
Ventura County (SMSA)	529,174	584,360	55,186	11,618	2.11
Primary and Secondary Market Areas as Percent of Total County	57%	58%	61%		

Sources: U.S. Bureau of the Census, 1970 Census of Population and Housing; U.S. Bureau of the Census, 1980 Census of Population and Housing; Ventura County RMA estimates March 1985 as modified by City of Oxnard Community Development Department staff; Natelson Levander Whitney.

2. Projected Income Level

In the future, new residents to Oxnard and the various economic development activities in the City should cause the present income gap between Oxnard PMA residents and the County to narrow. As a result, by the early 1990s the per capita income level in the Oxnard PMA is projected to reach 85 percent of the County's per capita income level and to continue at that level through the remainder of the projection period. County incomes are projected to grow at an annual real rate of 1.5 percent, reaching nearly \$20,000 per capita by 2010, as measured in 1984 dollars. In contrast, Oxnard PMA per capita incomes are projected to be nearly \$17,000 by 2010. These projections are shown in **Table XI-2**.

C. Labor Force

1. Overview

There was a total of 306,000 persons in the Ventura County labor force in 1985. In 1985, the unemployment rate for the County was 7.3 percent, which is slightly higher than the rate for California and the United States. The unemployment rate in the City of Oxnard has consistently been higher than the nation, the State, and Ventura County. Unemployment statistics are summarized in **Table XI-3**.

Government, services and retail trade are the three largest sectors of the economy, employing a combined total of nearly 60 percent of the work force. Data from the 1980 U.S. Census concerning employment reveals that 26 percent of the County's working population commutes to jobs outside of the County, while only 6 percent of Oxnard's working population commutes out of the County.

Sixty-two percent of adults over the age of 24 have completed high school and 30 percent have completed at least some college. The largest occupational group includes technical, sales and administrative support positions. The next two largest groups include operators, fabricators and laborers and the managerial and professional occupations.

TABLE XI-2
PROJECTED PER CAPITA INCOMES
1985-2010 (1984 CONSTANT DOLLARS)

Year	Primary Market Area	Secondary Market Area
Baseline		
1982	\$9,230 ¹	\$11,537 ²
1983	9,838	12,221 ³
1984	10,988	13,654 ⁴
1985	11,221	13,768 ⁵
1990	12,460	14,833
1995	13,582	15,979
2000	14,632	17,214
2005	15,762	18,544
2010	16,980	19,977

¹Projected at 80 percent of Secondary Market Area, which is considered equivalent to the County average. It is assumed that this disparity decreases at 0.5 percent annually until it reaches 85 percent of the County figure. Then it is constant.

²State of California, Department of Finance, Bureau of Economic Analysis.

³Projected at 6.2 percent above baseline, based upon County income projections.

⁴Projected at 11.5 percent over 1983, based upon inflation trends and a real income growth projection factor of 6.0 percent.

⁵Increased at a constant rate of 1.5 percent.

**TABLE XI-3
UNEMPLOYMENT STATISTICS**

Year	Percentage	Number of Persons
1986	10.1	6,500
1987	8.1	5,500
1988	7.8	5,500
July 1989	9.8	7,400

Source: Economic Development Department

2. Participation Rates

The number of persons in the labor force in Ventura County increased from 230,000 in 1980 to 306,000 in 1985, a 33 percent increase. During this same period, the total labor force in California increased by 15 percent. Of these five years, the highest annual growth rate in the County occurred between 1984 and 1985, a 12.8 percent increase. The State labor force increased 3.5 percent during this time.

3. Employment by Industry

The California Employment Development Department (EDD) makes data available industry by industry in the County. Government, services and retail trade employed the largest number of workers in 1985, with 40,700, 38,100, and 37,500, respectively. These three sectors employed almost 60 percent of all workers. Manufacturing was the next largest sector with 26,600 workers or 14 percent of the employed labor force. Combined growth in just the retail and service sectors accounted for almost 60 percent of total growth in all sectors since 1980. Manufacturing has accounted for 11 percent of the growth, while government has accounted for only 3 percent.

This data suggests that, throughout the early 1980s, some Ventura County residents had to leave the County to find employment. This data also indicates that many new residents are relocatees from Los Angeles County who have continued to work at their Los Angeles job sites. Thus, local employment growth is needed to create a balance between housing and jobs and to reduce the out-of-City commutes.

4. Skills and Education

Approximately 26 percent of the people employed in the City of Oxnard are in technical, sales or administrative support occupations. Slightly less than 30 percent of the people employed in the County are employed in such occupations. There are also relatively fewer Oxnard residents than County residents who are in managerial and professional occupations, or 16.5 percent and 25 percent, respectively. The percentage of people in the service occupations and in precision production, craft and repair are between 12

percent and 13 percent in the City and County. Finally, there are slightly more operators, fabricators and laborers among Oxnard's population than among the County's population; 18 percent and 13 percent, respectively.

Sixty-two percent of those people in Oxnard who are at least 25 years of age have completed high school. In contrast, 76 percent of the County population has done so. Thirty percent of Oxnard adults and 43 percent of the County adults have completed at least some college. This data, compiled as of 1980, suggests that Oxnard residents have lower educational levels than County residents generally.

5. Place of Work/Residence

Ninety-four percent of the employed people living in Oxnard in 1980 worked within Ventura County and almost 50 percent worked within Oxnard. At the County level, 74 percent of the employed people worked within Ventura County and 17 percent worked within Oxnard.

D. **Retail Commercial Market**

1. Projected Demand for Retail Sales

Given the projected growth in Oxnard population and real income and the continued allocation of a constant percent of income for retail sales, Oxnard PMA and SMA demand for retail sales should reach \$489.0 million in 1995, \$727.9 million by 2000, and \$1.27 billion by 2010. These projections are expressed in 1984 constant dollars, as are all dollar forecasts presented in this section of the Economic Element.

2. Existing and Proposed Commercial Development

In 1973, the City of Oxnard had a total of 729 retail establishments, measured by permit data collected by the State Board of Equalization. By 1983, the number of establishments, also measured by permits, had grown to 874, a net increase of nearly 20 percent. Significant gains were recorded by specialty and included the following: eating and drinking; furniture; furnishings; appliances; building materials; food; and apparel retail store groups.

3. Sales Growth Trends

Between 1973 and 1983, retail sales in Oxnard grew from \$246.1 million to \$603.7 million; this growth represents an annual rate of growth of nearly 9.4 percent. This performance is not particularly strong when measured in constant dollars or when compared with other cities in Ventura County. Between 1973 and 1983, the growth in Oxnard's retail sales, measured in constant dollars, was only 0.77 percent. This growth was well below the County average of 3.93 percent and lower than any other major city in the County. In fact, between 1978 and 1983, Oxnard's retail sales actually declined on

a constant dollar basis at an annual rate of 3.26 percent, though all other major cities in the County recorded positive growth rates.

Oxnard's performance cannot be explained by relative differences in population growth. Between 1973 and 1983, Oxnard captured nearly 26 percent of the total County population increase yet only 16.7 percent of the total retail sales growth.

4. Existing Retail Inventory

Retailing in Oxnard has historically been dominated by Oxnard Boulevard. This north-south road, which runs through the community, serves as a commercial arterial. There are three major clusters of retail shopping along this major arterial: the concentration at the Oxnard Boulevard/Vineyard Avenue/U.S. 101 triangle at the northern end of the City, the Downtown/Meta Street area, and the southern strip commercial activities stretching along the roads that intersect at the "Five-points" intersection at Oxnard Boulevard, Wooley Road and Saviers Road.

In addition to this historic linear core, there are two other roads with significant commercial activity. These include Channel Islands Boulevard and Ventura Road. Together, these three major commercial arterials provide sites for 11 of the 14 shopping centers that have been developed in or adjacent to the City.

Fourteen shopping centers located in the City and two at its boundary with Port Hueneme were studied in the field. In total, they represent an inventory in excess of 2.2 million square feet of retail space, including the following distribution:

Gross Leasable Area		
Center Type	Number	(Square Feet)
Regional Centers	2	964,000
Community Centers	2	238,400
Neighborhood/Convenience Centers	<u>10</u>	<u>1,012,110</u>
TOTAL	14	2,214,510

The most important existing retail center is The Esplanade, which represents the one true regional shopping facility and contains 28 percent of all the retail space found in the shopping centers within the Oxnard PMA.

5. Planned Additions to Inventory

In 1989, there were seven projects within the Oxnard PMA that have either been approved for development or are under review. In the aggregate, they represent a total of 1,600,000 square feet of development. The most significant of the proposed developments is the Oxnard Town Center, which calls for the construction of a two-phased 1,000,000 square foot regional center, and the Marketplace Center in the Rose-

Santa Clara Corridor area that includes approximately 400,000 square feet of retail uses in addition to a new automobile sales center. In addition, to these several projects in preliminary planning stages.

6. Potential Capture by Oxnard Retail Base

Given Oxnard's geographic position in the Ventura Coastal Plain, its major freeway access and historical position as a retail center, the City is in an excellent position to recapture a dominant place with respect to future retail sales, provided new facilities are constructed at highly accessible locations for the regional population of Ventura County.

At the present time there is a projected demand for 1,260,800 square feet of retail space by 1990 and 2,054,000 square feet by 1995. Based upon the projected demand levels and recapture rates, by 2000, nearly 3.0 million square feet of new retail space can be supported. By the year 2010, this figure should increase to 5.3 million square feet. The projected breakdown by commercial use is shown on Table XI-4.

TABLE XI-4
RETAIL SPACE DEMAND

	1985-2000	1985-2010
Regional Center	1,326,000	2,338,000
Community and Neighborhood Centers	1,079,000	1,854,000
Freestanding/Specialty Centers	<u>660,000</u>	<u>1,150,000</u>
Total	2,971,000	5,342,000

The total supportable regional center space within the City of Oxnard is projected to reach 1,326,000 square feet by the year 2000. The projected market support for regional center space is consistent with the anticipated development schedule for the Oxnard Town Center. The schedule calls for construction of a two-phased regional mall with the first phase to be developed in 1990 and the second phase in 1995.

Other types of commercial space, which are not included in the above retail square footage projections, include: commercial services characteristically found in shopping center locations, encompassing commercial recreation services, personal services and business services; automobile dealers and parts stores not located in retail centers; service stations; and a portion of building materials, hardware and farm implement dealers not included within typical retail spaces.

E. Industrial Market

1. Overview

Oxnard has good potential for industrial development. The City is located at a convergence of railroads, highways, and a deep water port, and it is within one hour's drive of Los Angeles. Ample flat, relatively inexpensive land is available for industrial development, especially in comparison to Los Angeles and Orange Counties.

Industrial development is part of the 2020 General Plan's goal of encouraging "a stable, diversified, well-balanced economy." Industrial development may improve the economic health and employment of Oxnard, while enlarging the tax base. With the potential of industrial growth, a variety of controls on location and development are necessary to promote quality new developments and improve existing developments. Controls can minimize inefficient streets and utilities by encouraging contiguous patterns of growth.

2. Land Inventory

There are an estimated 2,464 acres of developed land zoned for industrial use. A significant resource of the City is the 1,600 acres of undeveloped industrially zoned land.

It should be noted that vacant industrial land in San Fernando and Thousand Oaks is virtually nonexistent. Thus, there should be an increasing focus on western Ventura County as a location for new industrial development. Moreover, industrial park development is occurring at higher employment densities than previously experienced; this higher density, coupled with higher land costs, should reduce the typical land required by a new industry, as compared with historic practice in the City.

The net result of these trends is that industrial land absorption in Oxnard is likely to increase in the future, and the industrial land should be developed at greater employment densities.

F. Tourism Market

1. Regional Overview

The Ventura County economy is broadly based; important segments are agriculture, manufacturing and tourism. The area's industrial base is growing at a rapid pace, particularly in aerospace, defense, electronics and scientific research. The long-term growth prospect of the petroleum industry is also good.

Major developments are also planned, which will increase dramatically the quality and quantity of office space in the County. Continued strong growth in commercial and industrial development is projected, which will boost an already diversified economy.

Tourism, from both individual tourists and convention groups, is expected to increase dramatically from the addition of first-class and luxury group-oriented hotels in 1986.¹

Between 1984 and 1985, hotel occupancy levels rose slightly from 70.8 percent to an estimated 71.2 percent. This slight increase absorbed the small increase in rooms supply.

In 1986, three major properties with a total of approximately 600 rooms entered the market resulting in a decline in overall occupancy rates.

2. Existing Rooms Supply

The Oxnard/Ventura/Camarillo area includes a variety of lodging properties ranging from full-service hotels to small, limited-service budget motels. Historically, the older, limited-service budget motels, located primarily in Ventura, served the tourist market traveling along U.S. Highway 101. As commercial demand in the area has developed, new, larger commercial hotels have been built. In addition to these properties, there are budget facilities such as Motel 6 properties and small bed and breakfast inns that do not compete with the higher quality hotel, such as the Radisson Suites and the Embassy Suites hotels.

3. Occupancy

Occupancies are seasonal. Because of the heavy increase in tourists during summer months, occupancies also increase. However, the tourism market is relatively stable because of the commercial demand during the week (when tourist traffic is at a minimum) and because of the weekend tourist business throughout the year (although demand depends upon good weather). By increasing the amount of group and conference business during the off seasons, much of the peaks and valleys of the seasonal occupancy pattern can be eliminated and the dependence upon the weather can be lessened.

4. Projected Growth in Demand

According to recent surveys, area motels currently receive 45 percent of their patronage from business travel, including military personnel; 32 percent is derived from tourists; and the balance, 23 percent, comes from convention/ conference activities. As compared to other areas, this is a high percentage of tourists/conventioners and a low percentage of business-related travel. For example, recent surveys of hotels and motels comprising

¹Pannell Kerr Forster, The California's: State of California Hotel Forecast - 1986 (November 1985), pp. 54-55.

8,000+ rooms in the West Los Angeles-Beach Cities area revealed that 64 percent of all patronage was business-related.

Changes in demand for hotel/motel facilities are influenced by the following major factors:

- Growth in the employment bases, occasioning increased business travel
- Growth in the residential population base
- Changes in recreational/tourist opportunities
- Changes in leisure and recreational tastes and preferences
- General economic conditions, particularly as they affect availability of energy sources and related travel

Examination of these factors in relation to Oxnard's long-term potentials reveals that the City should have significant expansion capacity from its employment and population growth and its significance as a close-in regional recreation setting for southern California residents.

Pannell Kerr Forster has projected an increased demand for rooms, including the tourism, sports group, group and commercial markets. Between 1984 and 1992, the growth in room demand according to this source, is projected to increase from 1,374 rooms to 3,330 total rooms in the Oxnard/Ventura/Camarillo market area.

FINDINGS

This section provides a summary of major research findings and conclusions, including: (1) a Shift Share Analysis completed for the City of Oxnard, (2) a Market Opportunity Study and (3) a Retail Target Study.

1. Several industries have been identified as having high growth rates and being potentially successful for Oxnard. These industries are:
 - Manufacturing (transportation equipment)
 - Transportation (local and interurban transit)
 - Manufacturing (food and kindred products)
 - Manufacturing (apparel and other finished products)
 - Retail Trade (eating and drinking places).
2. Problem industries or segments are those that Oxnard relies heavily on for its economic health but that also have low growth rates when compared with the larger economy. These industries are:

Agriculture (forestry and fishing)
Agriculture (services)
Agriculture (production and crops)
Services (auto dealers and service stations).

3. The Oxnard PMA is projected to grow over the next 25 years at the rate of nearly 2 percent annually, reaching 173,900 people in 1995, 194,900 people in 2000, and 232,900 people in 2010. Total growth for the period 1985 to 2010 is projected at 90,600 persons, which is 28 percent of the SMSA anticipated total growth for the same period of 324,010 people.
4. The SMA is projected to expand from 195,060 people to 278,560 people over the same fifteen-year period, a net increase of 83,500 people, which is 26 percent of the SMSA anticipated total growth for the same period.
5. By the early 1990s, the per capita income level in the Oxnard PMA is projected to reach 85 percent of the County's per capital income level. By 2010, the County per capita income will be nearly \$20,000, and the Oxnard PMA per capita income will be nearly \$17,000.
6. For Ventura County as a whole, the California EDD identified government, services and retail trade as the sectors of the economy that, at 60 percent, employed the most workers in 1985.
7. In 1987, there was over \$9 billion in total effective buying income in the SMSA. Within the SMSA, the City of Oxnard is the second largest source of buying power with over \$1.5 billion and an annual growth rate of 14.4 percent.
8. With respect to the SMSA, median household effective buying income in 1987, which was \$35,502, the SMSA has the highest growth rate in the state (9.2 percent). Oxnard is ranked third in the SMSA at \$29,356.
9. The Oxnard 1990 General Plan did not provide sufficient commercial service opportunities and placed constraints, which were not consistent with contemporary development and land use planning practice, on the development of commercial land.
10. Between 1986 and 1989, Oxnard's unemployment rate was between 7.8 and 10.1 percent. This rate is up to twice the state and county average.
11. Oxnard has a heavy reliance on agriculture as a mainstay of its economy. Fifteen percent of its jobs are in agriculture.
12. Unless economic development efforts are targeted toward maintaining the profitability of Oxnard's agriculture, this industry may falter.

13. Given the projected population growth, real income growth, and the continued allocation of a constant percent of income for retail sales, the Oxnard PMA and SMA demand for retail sales should reach \$489 million by 1995, \$727.9 million by 2000, and \$1.27 billion by 2010.
14. Based upon projected demand levels for the 15-year period from 1985 to 2000, nearly 3.0 million square feet of new retail space can be supported. By the year 2010, this projected supportable retail space should increase to 5.3 million square feet.
15. Oxnard has good potential for industrial development. The City is located at a convergence of railroads, highways, and a deep water port, and it is reached within a one hour drive from Los Angeles. Ample flat, relatively inexpensive land is available for industrial development, especially compared to land in Los Angeles and Orange Counties.
16. Because vacant industrial land in San Fernando and Thousand Oaks is virtually nonexistent, high employment density industrial park development is occurring in Oxnard. Because of higher land costs, industrial land absorption in Oxnard is likely to increase in the future.
17. Given that strong growth in commercial and industrial development is projected, this strong growth will boost an already diversified economy.
18. Tourism, by individual tourists and convention groups, is expected to increase dramatically from the addition of both first-class and luxury group-oriented properties.
19. In the future, new residents in Oxnard and various economic development activities should cause the present income gap between residents in the City, the PMA, and the County to narrow.
20. Projected population and employment growth in the City should cause a substantial demand for industrial land, particularly in areas that are accessible by land, water and air transportation services.
21. The local labor force is ample in size and skill levels for a wide range of activities.
22. The growth in Oxnard's population and the concentration of government offices downtown contribute to increasing the activity and viability of the downtown area.
23. Downtown's central location and accessibility from the remainder of the City and region are key assets.
24. Because of Oxnard's employment and population growth and its growing significance as a close recreation setting for Southern California residents, the City should have a significant capacity to expand and handle increased tourism.

25. Given Oxnard's geographic location, its accessibility by freeway and its historical position as a retail center, the City is poised to recapture a dominant place in retail sales in the future.
26. Office development creates opportunities for additional employment in service industries, such as retail trade, restaurants and hotel/motel facilities.
27. From an economic and market standpoint, the opportunity exists in the downtown area for high-quality, medium-density housing developments, mid-sized downtown office developments, specialty retail to meet the needs of downtown employees and nearby residents, cultural events and fairs.
28. Strategies to retain and expand businesses in Oxnard can be used as a marketing tool. When existing businesses succeed and expand efforts to attract new businesses are streamlined.
29. The absorption of industrial land is likely to increase in the future. The industrial land probably should be developed at greater employment densities.

DEVELOPMENT POLICIES

A. Goals

1. A stable, diversified, and well-balanced economy.
2. Optimum utilization of natural and man-made resources.
3. A variety of economic opportunities throughout the City.
4. A revitalized downtown area of the City.
5. Quality child and senior care services for all in the community.

B. Objectives

1. Enhance the City's quality of life through better career opportunities, increased diversity of leisure, cultural, and recreational opportunities and upgraded level of public facilities and amenities.
2. Enhance Oxnard's image as a progressive city that is responsive to quality growth.
3. Identify and attract high quality commercial, retail and industrial businesses to Oxnard that are compatible with the community's business climate and that are not detrimental to the existing local economy.
4. Stimulate small businesses.
5. Improve transportation for the Oxnard Plain, including air, land and water.
6. Enhance international trade to Oxnard through the establishment of a Foreign Trade Zone, a World Trade Center, and the expansion of the Port of Hueneme.

7. Downtown Oxnard should occupy a niche in the marketplace as a civic center supported by businesses, specialty retail, residential components and an events program.
8. Seek a complementary rather than competitive role in the economic development of the City's downtown.
9. Reduce the unemployment and under employment of Oxnard residents by providing a variety of local jobs.
10. Reduce the outward migration of the Oxnard workforce by creating more local jobs.
11. Increase the per capita income of City residents.
12. Increase Oxnard's share of regional taxable sales to enhance the fiscal base of the City.
13. Improve the City's economic base, so the necessity of charging a variety of infrastructure fees for new development can be reduced.
14. Improve communication between local businesses and governmental agencies to improve the business climate and to encourage the retention and expansion of local businesses.

C. Policies

1. The City will offer appropriate incentives and assistance to compete for private businesses that help accomplish the goals and objectives of the 2020 General Plan.
2. The City will encourage the development of a balanced mix of residential, retail, commercial, and industrial sectors of the economy.
3. For industrial and commercial development, the City will require high quality development standards that will, to the extent possible, preserve agricultural land and minimize adverse environmental impacts.
4. The City shall implement the Circulation Element plans for the future expansion of the transportation system to provide for the efficient movement of goods and people throughout the City. This planning includes highways, streets and air, rail and waterborne transportation.
5. Public service costs that are a direct result of a new development will be borne by the project developer.
6. Applications for proposed new developments will provide a cost/revenue analysis of the first and second generation costs and revenues as part of the Project Consistency Report. The analysis shall include the proposed funding of the developers special costs and the City's special costs.
7. For Oxnard Boulevard to succeed as a revitalized commercial location, better east-west arterial street access between Gonzales Road and the southern City limits should be provided in accordance with the Circulation Element.
8. The City should encourage a Supplier/Buyer networking system, so existing businesses can increase their service level.
9. The City shall actively investigate and pursue realistic and innovative grants and programs that are available from public and private sources.
10. The City shall pursue appropriate financial programs and incentives that are directed toward low and moderate income households.
11. The City should encourage the availability of a variety of high quality child care programs (e.g., extended day care, vacation care, infant and toddler care, sick care, etc.)

12. The City shall, if feasible, provide incentives to encourage developers to support quality child and senior care in industrial and commercial development.
13. The City should encourage local employers to seriously consider subsidized childcare for low and moderate income employees.
14. The City shall continue to permit day care facilities serving less than six children in any residential zone by right, permit day care for up to 12 children in any residential zone by administrative review, and consider day care facilities for more than 12 children in any multiple family zone subject to a special use permit.
15. Day care facilities should be considered as conditionally permitted uses in the noncoastal commercial zones and the BRP and M-L zones.
16. The City shall develop standards for spatial separation and limitation on nonresidential uses adjacent to day care facilities to ensure land use compatibility and to protect the health, safety and welfare of the children in day care facilities.
17. The City should consider the establishment of a self-supporting day care program for city employees to serve as a model for other employers.
18. The City should give priority to processing of day care center permits.
19. The City shall, if feasible, provide incentives to large employers and master planned employment centers to provide on-site day care facilities, and evaluate such requirements in conjunction with other trip reduction strategies.
20. The City should confer with the local elementary school districts and City Parks and Recreation officials to develop "after school" programs for school age children.
21. The City should assist existing businesses and industries in hiring and training underemployed and unemployed Oxnard residents.
22. The City should assist businesses in identifying and securing available commercial, retail and industrial sites, buildings, and financing.
23. The City should support the establishment of other public and private organizations that are designed to increase the attractiveness of Oxnard.
24. The City should support the continued contribution of agriculture to the economy and lifestyle of the Oxnard community.
25. The City should encourage the locating of a four-year college in western Ventura County.
26. The City should encourage the retention of and reinvestment in agricultural support uses, particularly in the Central Industrial Area of Oxnard.
27. The City should expand the City's database and other economic research tools that assist in planning for continued economic growth.
28. The City should expand its efforts to develop Oxnard as a travel and convention destination.

IMPLEMENTATION MEASURES

There are a variety of implementation programs to encourage economic development that are under study by the City and other agencies. Some of these are described below.

A. Business Development

The programs in the area of business development involve international trade, tourism development, promotion, financing, and research.

1. International Trade

This program consists of international trade development, foreign trade zone, and a world trade center.

a. International Trade Development

By incorporating an international trade development strategy into the City's economic development programs, the City will assist local businesses in expanding their overseas market. With an expanded market and a corresponding increase in demand for locally made products, new jobs will be created. The City will not only benefit from the increase in sales tax but will also have created new job opportunities for its residents.

The City of Oxnard will work with the U.S. Department of Commerce, California State Trade Commission, World Trade Center Association, Ventura County Economic Development Association, and the Oxnard Harbor District to establish an international trade program aimed at attracting more export/import activities in the Oxnard area. These organizations have expertise, which the City can draw upon and which will reduce the costs to Oxnard of developing international trade.

b. Foreign Trade Zone

Foreign Trade Zones (FTZs) are restricted areas in or near ports of entry. FTZs are considered outside the U.S. Customs territory; they are operated under public utility principles. Their public policy objective is to create and maintain employment in the United States of jobs that, for cost reasons, would otherwise have gone abroad. Thus, exporters and re-exporters receive their unfinished goods from abroad in the FTZ where they are processed or assembled. An FTZ would accordingly create jobs for Oxnard residents.

Foreign and domestic merchandise may be moved into FTZs for activities, such as storage, exhibition, assembly, manufacture or other processing, so long as they are not otherwise prohibited by law. Once the foreign merchandise enters the U.S. Customs territory for domestic consumption, import duties must be paid. The

importer then has a choice of paying duties either on the original foreign material or the finished product.

An FTZ would benefit Oxnard by providing businesses with a cost-effective means of processing products that require imported materials. The local business that needs imported products could assemble or process the goods in Oxnard utilizing local labor and, in turn, re-export the finished product without being charged custom duties on the imported goods. Thus, the FTZ would assist local businesses that are interested in expanding their overseas markets.

c. World Trade Center

The World Trade Center Association (WTCA) provides a resource/referral service for local businesses that are interested in expanding overseas. Oftentimes, local businesses do not have the needed expertise and they will be able to utilize other governmental resources to which they are referred. The World Trade Center will identify businesses currently involved in or able to expand into the international market and will assist those businesses in identifying new international markets. In addition, the center will develop an international business library and, in coordination with the Port of Hueneme and World Trade Center NETWORK computer data base, help match local products and services with the needs of overseas customers.

2. Tourism Development

Oxnard's staff and Convention and Visitors Bureau have primary responsibility for Oxnard's tourism development program.

a. City Support

To capitalize on the tourism industry's potential, tourism development programming considers the City's assets and planned development. The City works with the Convention and Visitors Bureau to develop strategy to attract new hotels and maintain a high occupancy rate for existing and new developments.

The comprehensive strategy will highlight the new ocean front development such as Mandalay Bay, the Channel Islands Harbor and Ormond Beach. The City and the Convention and Visitors Bureau will market these areas and the existing hotel facilities, such as the Embassy Suites, the River Ridge Championship Golf Course and the Radisson Suites Hotel, to attract conferences and tourists.

b. Oxnard Convention and Visitors Bureau

The role of the Oxnard Convention and Visitors Bureau is not only to provide information to visitors but also to promote the community through advertisements, promotional campaigns, encouragement of tourism and convention bookings. Together, these activities enhance the City's image. The Bureau works closely with the City of Oxnard and the Oxnard Area Chamber of Commerce.

The programs utilized to target the convention and tourism industry and bring them to the City are as follows:

- Trade and Travel Shows: Attend trade and travel shows that target the tourism and convention market with the goal of attracting those travelers and industries to the City.
- Sales Calls: The Bureau conducts ongoing sales calls to promote the City. The sales calls are targeted specifically to Los Angeles, Orange County and the Sacramento markets.
- Familiarization Trips: A familiarization trip is a promotional tool used to bring a target industry to the City to familiarize it with the City's assets. The industry representatives meet planners, travel agents, tour operators, and business writers.
- On-site Presentations: On-site presentations include making bids to persuade an organization to hold its convention in the City of Oxnard.
- Advertisements and Public Relations: In addition to providing information to visitors, the Bureau produces various trade advertisements, news releases, video tapes and a variety of publications to promote the City of Oxnard to the tourism and convention industries.

Thus, the Oxnard Convention and Visitors Bureau contributes to the City's economic development efforts through its marketing campaign.

3. Promotion

Promotion is an essential component of the City's economic development program. To promote the City effectively, specific important areas have been identified and customized programs have been developed. The specific important areas include trade shows, California State Department of Commerce trade missions, filming, and promotion/marketing materials.

4. Financing

The City has utilized various financing techniques to support the development of new businesses and the expansion of existing businesses. Currently, the City has used a revolving loan fund, industrial development bonds, certificates of participation, and assessment district financing to support economic development.

5. Research

Research is an essential component of an economic development program; the information is utilized to strategize and plan developments in the City. Currently, the City has developed a computerized database that includes demographic, labor resources, and geographical information. This database must be updated constantly because information on the City, County, and State is continuously changing.

B. Job Development and Expansion

1. Existing Business

One of the major goals of the City's economic development program administered by the Greater Oxnard Economic Development Corporation is to provide new jobs for existing residents. New jobs will alleviate part of the unemployment problem and reduce commuting distances and traffic congestion. Small businesses create over 70 percent of the net new jobs in the nation, and a goal for Oxnard is thus to retain small businesses and identify those businesses able to expand.

a. Business Visitation Program

The EDC administers a Business Visitation Program. This program will act as an outlet for local businesses to air their viewpoint, concerns and problems encountered in doing business in the City of Oxnard. It will also identify those businesses who have the capacity for expansion.

Once business expansion candidates are identified, the City will assist in the training needs of their new employees. If the employer will agree to hire low/moderate income individuals, training programs can be developed in which the business will receive wage reimbursements once the training program has been completed successfully. These customized training programs are developed in conjunction with the Private Industry Council.

The Business Visitation Program will identify topics of interest and training needs of the business community. Once identified, the City will conduct workshops and seminars that will address these issues.

b. Downtown Revitalization

Together with the City of Oxnard's Redevelopment Agency, the Downtowners, and the Oxnard Chamber of Commerce, the City is engaged in the revitalization of the downtown area. These organizations aim to recruit local merchants back into the downtown area.

Programs are available to assist local businesses currently residing in the downtown area to upgrade and expand their operations. The Oxnard Redevelopment Agency provides low-interest loans to merchants to refurbish their businesses.

c. Oxnard Minority Business Development Center

The Oxnard Minority Business Development Center (OMBDC) was established in Ventura County in 1981, via a grant from the U.S. Department of Commerce Minority Business Development Agency. It is a for-profit agency, offering a multitude of services to minority entrepreneurs.

The OMBDC has established a countywide program to improve the operation of existing minority businesses and to help additional qualified minorities enter the business community. It targets 100 minority entrepreneurs per year, mostly from the cities of Oxnard, Ventura and Santa Paula.

All initial consultations are free and thereafter a small fee is required based upon the gross income of the company.

2. New Business

The objective of the City of Oxnard's recruitment program is to target industries that are compatible and of a high caliber to become part of Oxnard's business community. When a business makes a commitment to move to Oxnard, it will bring new job opportunities for local residents and thus reduce unemployment and increase the City's tax base.

a. City Assistance

The City's Community Development, and Public Works Departments work together to assist developers from conceptual ideas to occupancy permits. A computerized project management system is being developed to track projects through the planning and plan check process.

b. Ventura County Economic Development Association

The purposes of the Ventura County Economic Development Association are (1) to foster and to develop a favorable climate for business and industry; and (2) to promote actively the area as a desirable location for quality development that will diversify the economy and enhance the quality of life.

c. Oxnard Area Chamber of Commerce

The purposes and functions of the Chamber of Commerce are as follows:

- Encourage business and industrial investment in the City
- Monitor local, State and Federal legislation that is relevant to businesses
- Take a leadership role in the future of the community
- Serve as a link between the residential and business communities
- Sponsor forums of interest to businesses and residents
- Serve as the voice of business.

3. Training and Education

This category includes training and education programs implemented by Oxnard College and the Private Industry Council.

a. Oxnard College Instruction Program

Oxnard College has developed a Contract Instruction Program to assist the local business person in training the workforce to meet new job demands. The Contract Instruction Program creates a mutually beneficial partnership between local businesses and the public educational resources of Oxnard College. Since its creation, the program has been characterized by versatility, flexibility and cost effectiveness.

b. The Private Industry Council/Employment Development Department

The Private Industry Council (PIC) and the Employment Development Department (EDD) have established a partnership to provide area employers with a trained workforce. Under the government-funded programs, the PIC and EDD can use private sector management values while providing job training.

XII. Community Design Element

XII. COMMUNITY DESIGN ELEMENT

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XII. COMMUNITY DESIGN ELEMENT

INTRODUCTION

The Community Design Element is an optional element of the 2020 General Plan. It identifies the aesthetic resources and land use activities that comprise Oxnard's image and visual character. Community design can be thought of as the quality of experiences that result from ones perception of the natural and the built environment and from the interrelationships between individuals, neighborhoods, the Planning Area, and the surrounding region.

Oxnard is in a period of change; growth has necessitated an increase in the City's urban structure while certain areas have deteriorated and now detract from the overall visual quality of the City. As Oxnard continues to change, the future built environment of the City must be comprehensively planned to be coherent, by using urban and community design principles. The Community Design Element provides the means of ensuring that the unique character and natural environment given to the City by its geographic location, vegetation, and aesthetic resources are preserved and enhanced.

SETTING

The boundaries of the City of Oxnard are delineated by open space. The western and southern edges are framed by the Pacific Ocean, the northern edge is bounded by the Santa Clara River, and the northeastern and eastern sides are bordered by 27,000 acres of greenbelt, established by the Oxnard-Camarillo Greenbelt Agreement. The topography of the City is predominantly level to gently sloping. The eucalyptus and cypress windrows planted by farmers to protect crops from

wind damage provide a dramatic vertical visual element in the otherwise flat Oxnard Plain. Significant man-made developments that contribute to the City's visual environment include tall buildings, which are visible in the City's skyline. The City's existing community design structure is illustrated on **Figure XII-1** and summarized below.

A. Natural Scenic Resources

Natural scenic resources within the City include the beaches and coastline, agricultural areas, and parks. The beaches and coastline are recognized as Oxnard's primary natural scenic resource. They provide unique views to the offshore Channel Islands and include coastal sand dunes in the Oxnard Dunes area and Mandalay State Beach Park. The Ormond Beach sand dunes and wetlands are largely undeveloped with poor access, but they constitute a major scenic resource for the City. There are three state beaches within the City: McGrath State Beach, Oxnard Beach Park, and Mandalay State Beach Park.

Agricultural green spaces found in the eastern, northeastern, and northwestern portions of the Planning Area are also an important natural scenic resource, providing a green buffer surrounding the City's developed core. These areas are marked by tall eucalyptus and cypress windrows.

Parks are also considered an aesthetic resource of the City. There are a total 708 acres of existing parkland and of 229 acres of proposed parks, including Mini-Parks, Neighborhood Parks, Community Playfields, Community Parks, and Special Purpose Facilities.

The Parks and Recreation Department developed landscape standards for the City that were adopted by the City Council in April 1986 and amended in July 1986. These standards establish landscape design criteria to "assure a high level of landscape quality and abundant quantity of attractive and colorful plants." In addition, these standards also include provisions for street trees, landscaping for parking lots, and street parkways and medians.

B. View Corridors

Views of the surrounding topography are considered an important scenic resource of the City. Many of the City's north-south streets including Oxnard Boulevard, Victoria Avenue, Patterson Boulevard, Rose Avenue and Rice Avenue serve as important view corridors to the foothills and mountains. Because they allow long-range panoramic views that characterize the agricultural image of Oxnard and provide scenic views from urbanized areas of the City, these view corridors should be maintained and enhanced.

C. Scenic Routes

There are several routes within the City that are of scenic interest and importance to the image of Oxnard. These scenic routes include Los Angeles Avenue, Vineyard Avenue, Victoria Avenue, Oxnard Boulevard/State Route 1, U.S. Route 101 (Ventura Freeway), Gonzales Road, and Fifth Street. The Ventura Freeway is the primary regional circulation corridor and visual window into the City of Oxnard. However, some of the present land uses

adjacent to the freeway corridor are incompatible or deteriorated, and consequently detract from the visual quality of the City.

D. Entryways

There are several main entryways to the City along key transportation routes. The City's primary northern access points are from the Ventura Freeway at Rice Avenue, Rose Avenue, Oxnard Boulevard, Victoria Avenue and Harbor Boulevard. From the east, the primary access point is Fifth Street and Route 1. Not all of these entry points are obvious gateways to the City, and some of these areas, including Fifth Street, Oxnard Boulevard, and areas adjacent to the Ventura Freeway, are in need of revitalization and visual upgrading.

E. Street Trees

The use of trees to enhance district and neighborhood identity is a common design tool. In Oxnard, there are mature stands of palm trees on key streets such as C Street. The mature stands serve to unify those streets visually. In addition, the City is developing a Master Street Tree Plan that identifies theme trees for important circulation corridors. North-south corridors included in the Master Street Tree Plan are Vineyard Avenue, Rice Avenue, Rose Avenue, Oxnard Boulevard/State Route 1, Patterson Road, Ventura Road, Arcturus Avenue, Victoria Avenue, H Street and Harbor Boulevard. East-west streets included in the Plan are Gonzales Road, Colonia Road, Fifth Street, Wooley Road, Channel Islands Boulevard, Pleasant Valley Road, Hueneme Road, and Del Norte Boulevard.

F. Activity Nodes

There are three primary areas of concentrated community focus and pedestrian activity within the City. These areas, referred to as activity nodes, are the Central Business District, the Town Center/Esplanade Financial Plaza area, and the Channel Islands Harbor Beach Community.

The Central Business District includes the Civic Center complex, Heritage Square, the "A" Street Mall, the Third Street Bridge, the Transportation Center, and Plaza Park. Many of the 11 buildings in Oxnard that are Ventura County Historic Landmarks are located adjacent to the Civic Center complex in an area established as a Cultural Heritage District, between Second and Sixth Streets and F and C Streets. These historic buildings include residences, churches, and businesses. Heritage Square, located between "A" and "B" Streets and Seventh and Eighth Streets, consists of an assemblage of homes from Oxnard's early history that are being refurbished for commercial and professional office uses. The Petit Family Home (Ventura County Historic Landmark 100) and the Church of Religious Science (Landmark 70) have been relocated to Heritage Square.

The Town Center/Esplanade Financial Plaza area is centered around the interchange of the Ventura Freeway and Oxnard Boulevard and includes the Ventura Freeway corridor east of Vineyard Avenue. This is an area of commercial and regional focus and a primary entry point into the City; it includes the Union Bank Tower, a landmark structure. The Wagon Wheel portion of this area is presently underutilized and shows signs of deterioration.

The Channel Islands Harbor Beach Community is a coastal area that includes the Ventura County Small Boat Harbor, two recreational parks, hotels, the Mandalay Bay residential area, and the beach areas in the Channel Islands Harbor known as the Colony, Oxnard Dunes, Hollywood Beach, Silver Strand and Oxnard Shores. This area has a strong recreational appeal and draws users from the entire region. The Colony and Oxnard Dunes have architectural themes that have been formalized through the adoption of design guidelines.

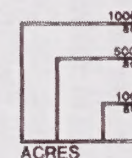
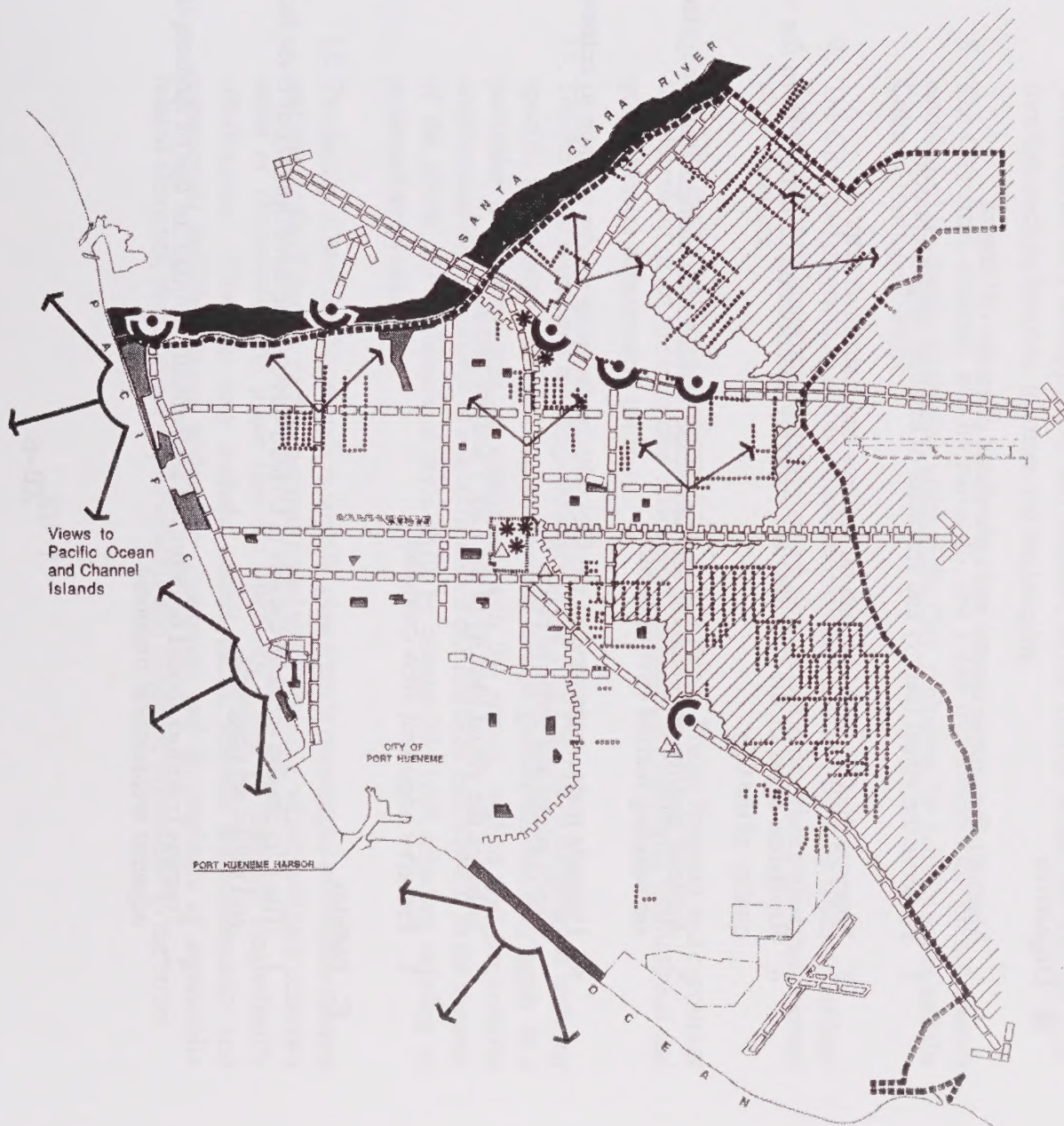
These three areas identified as primary activity nodes are also visually distinctive and are each characterized by architectural design themes. The Central Business District includes many buildings with an early Oxnard theme, the Town Center/Esplanade area has a Spanish colonial revival and modern architecture theme, and the Harbor/Beach area has a nautical/Mediterranean theme. The visual identity of these activity nodes should be preserved and continued through the adoption of specific design guidelines in these areas. In addition, because these are the main areas of pedestrian activity in the City, amenities such as benches, planters, and landscaping should be incorporated to encourage and to support pedestrian activity.

FINDINGS

1. The City's windrows provide a unique vertical visual element that should be maintained.
2. The City is surrounded by greenbelt areas.
3. The City lacks strong gateways.
4. The City has several view corridors to the mountains that should be maintained and enhanced.
5. Some areas adjacent to the Ventura Freeway have deteriorated and detract from the visual quality of the City.
6. Important circulation corridors are identified by theme trees, which serve to unify those streets visually.
7. The City has three pedestrian activity nodes-Central Business District, Town Center/Esplanade area, and the Channel Island Harbor Beach Community-which are visually distinctive and characterized by architectural design themes.
8. The City has an adopted Art-in-Public-Places policy, which requires significant art works in major new developments.



GENERAL PLAN



LEGEND

- PLANNING AREA BOUNDARY
- WINDROWS
- GREENBELT
- AREAS OF VISUAL SIGNIFICANCE
- BARRIER - RR TRACKS
- HISTORIC LANDMARKS
- PARKS
- VIEWS TO MOUNTAINS
- EXPANSIVE VIEWS

- | ASSET | LIABILITY | |
|-------|-----------|-------------------------|
| | | REGIONAL IMAGE CORRIDOR |
| | | CITY IMAGE CORRIDOR |
| | | CITY GATEWAYS |
| | | MAJOR INTERSECTIONS |
| | | MINOR INTERSECTIONS |
| | | LANDMARKS |

EXISTING COMMUNITY DESIGN STRUCTURE

Figure : XII-1

DEVELOPMENT POLICIES

The Community Design Element for Oxnard draws heavily upon Oxnard's varied scenic resources. The City's natural setting and vast agricultural areas, its beaches and coastline, its views of the mountains, and its established urban patterns, including activity nodes and the Cultural Heritage District, all contribute to the unique character and visual image of Oxnard. To preserve and enhance the aesthetic resources of the City and to maintain a thoughtful relationship between the future built environment and its natural setting, the Community Design Element includes goals, objectives and policies designed to improve the City's image and visual quality. These are described below.

A. Goals

1. A unified and high quality visual image for the City.
2. A thoughtful and sympathetic relationship between the built environment and the natural environment.

B. Objectives

1. Maintain the unique coastal and agricultural character of Oxnard.
2. Preserve the visual identity and character of existing neighborhoods.
3. Preserve the City's unique natural features and historic structures.
4. Revitalize areas of the City that are currently deteriorated or detract from the visual quality of the City.
5. Achieve quality architectural and landscape architectural design that recognizes its surrounding natural environment.
6. Upgrade major entryways to the City with landscaping and/or signage to enhance the City's image and sense of place.
7. Enhance the visual identity of the City's activity nodes.
8. Preserve important view corridors.

C. Policies

1. The City should promote the arts in Oxnard through the development of civic facilities and public art programs.
2. Freeway corridors should be improved aesthetically through the use of landscaping and adjacent architectural treatment.

3. The street tree program should be expanded to include ground covers and other landscaping for median strips and to include landscaping for major entryways into the City.
4. Incentives for windrow preservation along freeway corridors, where feasible, should be developed, as well as for special edge treatments along greenbelt areas. A landscape buffer corridor at least 30 feet in width should be developed along freeway corridors.
5. Revitalization efforts in the Wooley Road corridor and Oxnard Boulevard corridor should be guided by a unified design scheme.
6. The City shall continue to require that the Staff Design Review Committee review new development projects for consistency with the City's development design policies and appropriateness for the proposed sites.
7. Urban development on a human scale, especially in the three identified activity nodes (the Central Business District, the Town Center/Esplanade area and the Channel Islands Harbor Beach Community) shall be encouraged. These areas constitute the focus of pedestrian activity within the City and therefore should include pedestrian-oriented street furniture such as benches, planters and landscaping.
8. The City shall continue and formalize in area plans the architectural design themes established in visually distinctive areas of the City, including the activity nodes and the Cultural Heritage District.
9. The City shall promote an increased awareness of the Cultural Heritage District, Heritage Square, and their historic landmarks through signage and appropriate pedestrian-oriented street furniture.
10. The City shall continue to implement the Art-In-Public Places Program and encourage the placement of art in major new residential, commercial, industrial, institutional and governmental development projects.
11. The design of municipal buildings throughout the City shall be in accordance with any specific plan design guidelines or community design guidelines that may apply to a particular geographic area, or consistent with the strong, unified and harmonious architectural design concept of a specific area if one has been established. In the absence of the above, the architectural style shall be compatible with adjacent existing or proposed development.
12. The design of new neighborhoods in specific plan areas is encouraged to consider themes and principals of design, such as neotraditional town planning, which will help achieve a sense of community and place that are often not found in standard single-family subdivisions. Elements may include central parks, schools and community and commercial facilities, strong pedestrian orientation and de-emphasis of automobile related elements, strong streetscape elements and residence orientation to the street.

13. Major new community facilities and public works structures represent a unique opportunity to create community pride through the design and construction of significantly attractive buildings, bridges and other public structures. New public buildings and public works structures should represent the high degree of quality and innovative design that is expected of private development and which contributes to a sense of pride.
14. High-rise development (which is considered to be any type of inhabitable structure that has nine or more stories) shall be limited to the following areas: Financial Plaza/Oxnard Town Center/Wagon Wheel, Mandalay Bay Specific Plan Area, and Rice Avenue/Highway 101 Interchange.
15. In order to achieve a varied and interesting skyline, high-rise development shall be required to provide roof features and caps that avoid a "flat-top" appearance, and provide relief of exterior vertical planes with vertical setbacks. Specific plans and zoning ordinances shall be amended to provide appropriate design criteria.
16. High-rise buildings should be limited to 25 stories.
17. Redevelopment of small properties and/or lots located at intersections to multiple retail businesses is discouraged. Preference is for single use retail or commercial use. Drive-through restaurants and convenience stores are also discouraged.
18. Highrise buildings adjacent to residential areas shall be sited and developed so as to mitigate and minimize impacts on adjacent neighborhoods. Conditions of mitigation may include but are not limited to:

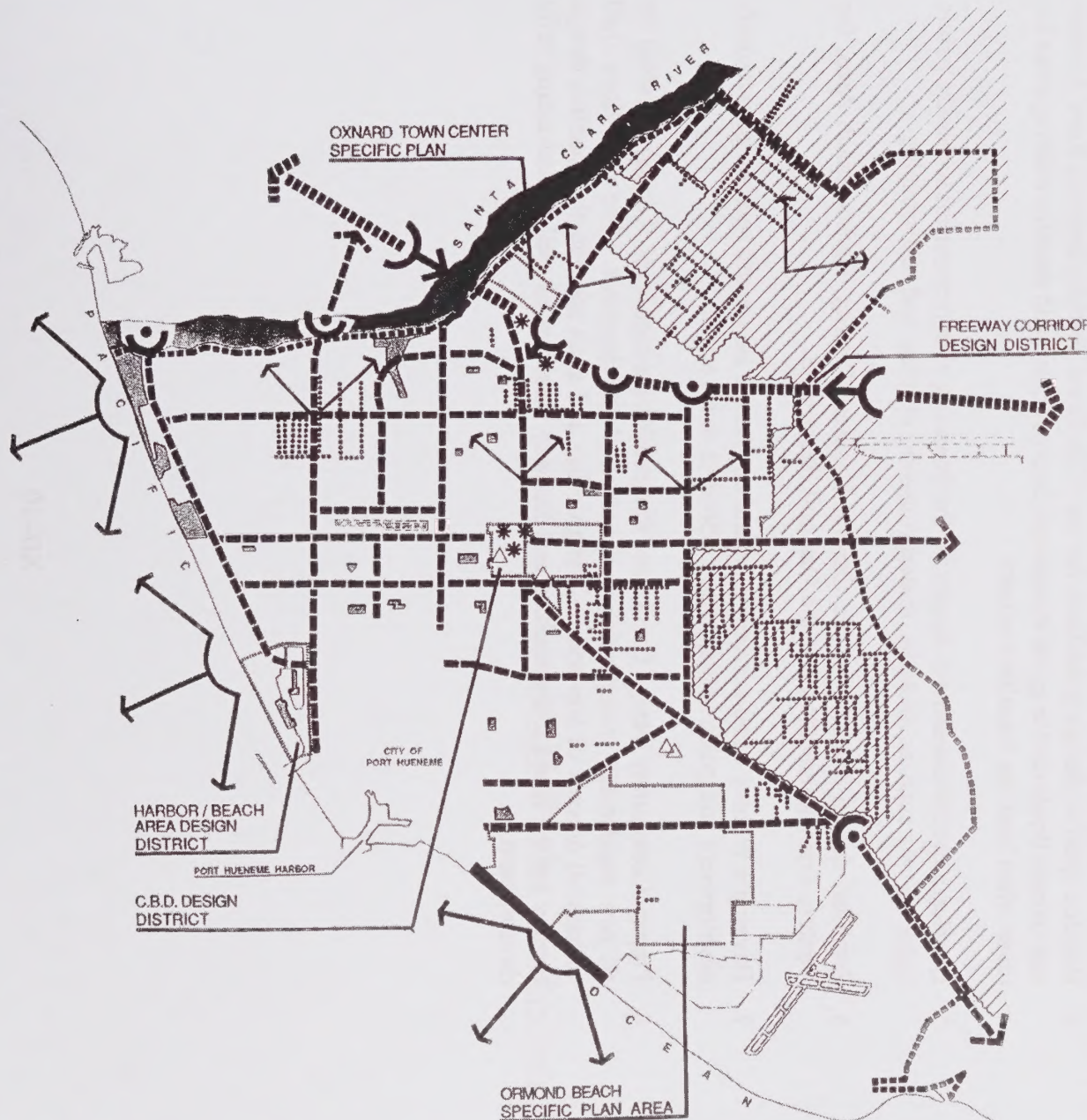
- "Public utility improvements (water, sewer, drainage systems)
- Street improvements (street surfaces, curbs, gutters, sidewalks)
- Neighborhood improvements (street trees, entries, improved access, park maintenance)
- Neighborhood security (streetlights, graffiti removal)
- Freeway and interchange right-of-way landscaping
- Contributions to affordable housing"

(CC Reso. 10,504; Case # 92-2)

D. Plan Proposals

The proposed community design structure is summarized graphically in **Figure XII-2**.

GENERAL PLAN



LEGEND

-  PLANNING AREA BOUNDARY
-  GREENBELT
-  AREAS OF VISUAL SIGNIFICANCE
-  VIEWS TO MOUNTAINS
-  EXPANSIVE VIEWS
-  WINDROWS
-  HISTORIC LANDMARKS
-  PARKS
-  REGIONAL IMAGE CORRIDOR
-  CITY IMAGE CORRIDOR/SCENIC HWY
-  REGIONAL GATEWAYS
-  CITY GATEWAYS
-  MAJOR INTERSECTIONS
-  MINOR INTERSECTIONS
-  LANDMARKS

2020 COMMUNITY DESIGN

Figure : XII-2

IMPLEMENTATION MEASURES

During the implementation of the 2020 General Plan, coordinating the goals and objectives of this Community Design Element with the Open Space/Conservation Element is essential, Parks and Recreation Element, Land Use Element and the Circulation Element. Accordingly, the following measures should be taken.

1. Prepare a master plan or feasibility study for the development of a museum and a center for the performing arts to be administered by the Parks and Recreation Department.
2. Develop special design treatments and focal points for City gateway entrance areas through a coordinated effort between the Planning, Parks and Recreation, and Engineering departments.
3. Prepare a design plan for the Wagon Wheel area to revitalize the structures and unique architecture.
4. Develop specific design guidelines for the Fifth Street corridor between Rose Avenue and Oxnard Boulevard to guide streetscape improvements and examine existing areas for reuse when land use transition occurs.
5. Develop a special assessment district for the financing of improvements within the public rights-of-way such, as medians, undergrounding utilities, and streetscaping.
6. Establish design districts for the Central Business District, Harbor/Beach Area, the Ventura Freeway corridor, and the Ormond Beach area.
7. Develop a Wooley Road corridor plan and an Oxnard Boulevard corridor plan to unify development and guide revitalization efforts in these areas.
8. Prepare Community Design Guidelines that establish a high level of design standard for all new residential, commercial, and industrial development. The guidelines shall address all aspects of site and building design and shall specifically establish design themes for the beach communities and freeway corridors as well as addressing infill development.

XIII Parks & Recreation

XIII. PARKS AND RECREATION ELEMENT

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XIII. PARKS AND RECREATION ELEMENT

INTRODUCTION

The Parks and Recreation Element is an optional element that assesses community parks and recreation needs and resources. By defining existing needs and resources and forecasting future needs and resources, the City can develop and implement realistic policies for the long-term provision of park facilities. This element thus provides a framework for Oxnard to measure the effectiveness of current and future parks and recreation programs, and establish a balanced supply of parks and recreation facilities that satisfy the needs of all residents.

SETTING

To assess park and recreation needs within specific areas, the City has been subdivided into five Recreation Planning Areas (RPAs): South, Central, North, Northeast and Beach. These RPAs are designed to:

- Divide the City into manageable geographic units for planning purposes and to facilitate the Parks and Recreation Department's administration of parks and recreation services.
- Define large areas of contiguous neighborhoods having somewhat homogeneous demographic characteristics and recreation needs.

- Retain, wherever feasible, the integrity of the residential planning communities delineated in the Land Use Element.

Relationships between RPAs and the City's residential communities and neighborhoods are displayed in **Table XIII-1**. The five RPAs are shown in **Figure XIII-1**.

A. Classification System

The City's park facilities are classified based upon the park's primary purpose and service area. The five types of parks found in the City are Mini-Parks, Neighborhood Parks, Community Playfields, Community Parks and Special Purpose Facilities.* These are described below. The City's single most important recreation resource—the Pacific Ocean and its beaches—do not fit neatly into this standard classification system, but are considered Special Purpose Facilities for planning purposes.

1. Mini-Parks

This type of facility, often called a vest-pocket park, serves a limited population living within a very short radius of the facility, often less than a 3 mile. These facilities are often targeted for a specific market segment, such as tots or senior citizens.

Mini-Parks are typically found within close proximity to apartment complexes, townhouse developments, or senior citizen housing. The size and scope of this type of facility lends itself well to private development and maintenance by homeowners' associations and apartment complexes.

* This taxonomy does not account for every conceivable area that may fall under the purview of the Parks and Recreation Department, such as bicycle facilities, median strips, view sheds, open space, cultural facilities, and mall spaces, some of which are described in other elements of this 2020 General Plan.

TABLE XIII-1
OXNARD RECREATION PLANNING AREAS

Recreation Planning Area	Residential Communities	Neighborhoods
South	Southeast Community, South Central Community	Blackstock, Bryce Canyon, Cypress, Pleasant Valley Estates, Pleasant Valley Villages, Redwood, Southwinds, College Estates, Diamond Bar, Lemonwood/Eastmont, Oxnard Pacific, College Park, Terrace Estates, Tierra Vista, Mar Vista and Villa Capri
Central	Central Community, easternmost portion of Southwest Community	Bartolo Square, Cal-Gisler, Fremont South, Hobson Park East, Hobson Park West, Kamala Park, Wilson, Sea Air, and Marina West
North	Northwest Community, Del Norte Community and northwest portion of Northeast Community	Cabrillo, Carriage Square, Fremont, Golf Course, Orchard, Sierra Linda, South Bank, Windsor North, Teal Club, Northwest, Rio Lindo, El Rio, Gonzales, El Rio West, Strickland
Northeast	Remainder of Northeast Community	La Colonia, Rose Park, Rose/Gonzales, and Nyeland Acres
Beach	Remainder of Southwest Community	Channel Islands, Hollywood by the Sea, Oxnard Dunes, Oxnard Shores, Silver Strand, Sea View Estates, and Via Marina

2. Neighborhood Parks

This type of park is designed to provide the surrounding neighborhood with an area for intense recreational activities. The facility should be easily accessible to the local residents and be positioned in the middle of the neighborhood.

These parks emphasize free play areas that can be utilized for a variety of purposes, such as softball, soccer, kite flying, frisbee games, and other similar activities. A playground area with various pieces of play equipment is also a central feature of most Neighborhood Parks. Court areas are also usually provided, but the facilities are not highly developed to the point of encouraging team/league use. Facilities are generally characterized by a lack of lighting for nighttime use, no skinned or brick dust infields, no raised mounds, the absence of spectator facilities, and the unavailability of off-street parking. Amenities often found in Neighborhood Parks include small picnic areas, drinking fountains, security lighting, walkways, landscaping, and restrooms.

The minimum land area required for a Neighborhood Park is between 5 and 10 acres. Neighborhood Parks may be City-owned standalone facilities or developed adjacent to school sites. When a neighborhood park is developed adjacent to a school, the school district usually provides some of the facilities and the City provides the balance.

3. Community Playfields

Community Playfields are large recreation areas, usually athletic complexes, designed to meet the organized recreation needs of people 10 years of age and older. These facilities provide for specific recreation activities with some spectator amenities. Community Playfields serve a broader segment of the City's population and may be standalone facilities or contained within joint-use facilities and/or Community Parks.

These facilities are usually buffered from residential areas, enabling more intensive and perhaps evening use. Off-street parking is also provided at Community Playfields.

4. Community Parks

This type of facility provides a diverse recreational environment to meet the needs of several surrounding neighborhoods. Areas geared for intense use, such as sports complexes, large swimming pools, group picnic areas, gardens, and bandstands, may be included within Community Parks.

A Community Park is larger than a Neighborhood Park, usually covering at least 20 to 30 acres, and offers amenities that cannot be contained within Neighborhood Parks. Both active and passive recreation activities can be accommodated within a Community Park, which may also serve as a Neighborhood Park to a surrounding neighborhood.

5. Special Purpose Facilities

These are areas reserved for specific or single-purpose recreation activities, such as golf courses, nature centers, marinas, zoos, rifle ranges, historical sites, etc. Also included in this category are wildlife/conservation areas designed to protect, to preserve, and to educate the public as to the unique flora and/or fauna that is indigenous to an area.

B. Facilities Inventory

The City of Oxnard, County of Ventura and State of California own or operate a total of 34 existing park facilities within the Planning Area.

The 34 existing park facilities are shown in **Figure XIII-1** and listed in **Table XIII-2**, together with their corresponding classification. These sites cover approximately 708 acres, of which 224 acres are accounted for by the River Ridge Golf Course. The following is a summary of the parks inventory.

1. Mini-Parks

The City operates only two Mini-ParksCNeptune Square Park and Fremont Park.

2. Neighborhood Parks

There is a total of 23 Neighborhood Parks within the City. In addition, the Community Center complex includes a traditional Neighborhood Park. Two other facilitiesCFremont Park and Neptune Square ParkCoffer some elements of a Neighborhood Park.

3. Community Playfields

The only Community Playfield in the City's park system is Driffill Field. This facility is operated by the City through a shared-use agreement with Oxnard School District. There are additional facilities located at Oxnard College that are reserved for City use at specified times.

4. Community Parks

There is a total of four Community Parks within Oxnard. The Community Center complex covers about 21.2 acres, and contains the traditional elements of a Community Park. The Del Sol-Colonia Parks complex, which occupies 17.5 acres, is also a Community Park. The Oxnard Beach Park, a special purpose park, serves as third Community Park and covers 62 acres. The fourth Community Park is College Park with approximately 75 acres. These last two parks are also classified as Special Purpose Facilities.

5. Special Purpose Facilities

The Municipal Golf Course, the Channel Islands Harbor Parks, College Park, Oxnard Beach Park, McGrath State Beach and Linear Park are all designated as Special Purpose Facilities. Channel Islands Harbor Parks is the title given to a collection of facilities surrounding the Channel Islands Harbor. Included are the boat launch areas, a swimming beach, West Channel Park, and Channel View Park. Through a shared-use agreement with Ventura County, the City of Oxnard is responsible for maintaining turf areas, picnic tables and benches, public restrooms, parking lots, and some median strips. Oxnard Beach Park and College Park are classified both as Community Parks and Special Purpose Facilities.

**TABLE XIII-2
EXISTING PARKS FACILITIES INVENTORY**

Park Facility	Completion Date	Acreage	Mini-Park	Neighborhood Park	Community Playfield	Community Park	Special Purpose Facility	RPA
1. Beck Park	1956	8.5		X			X	Central
2. Carty Park	1967	5.0		X				South
3. Channel Islands Harbor Parks	1965	21.0					X	Beach
4. College Estates Park	1985	6.5		X				South
5. Colonia Park	1950	10.0		X		X*		Northeast
6. Community Center Complex	1967/1981	21.2				X		Central
7. Del Sol Park	1975/1981	17.5		X		X*		Northeast
8. Driffield Field	1960	2.0			X			Central
9. Durley Park	1958	11.0		X				Central
10. Eastwood Park	1959	4.2		X				North
11. Fremont Park	1976	1.1	X					North
12. Golf Course	1985	224.0					X	North
13. Johnson Creek Park	1978	8.5		X				South
14. Lathrop Park	1960	3.0		X				Central
15. Lemonwood Park	1978	9.5		X				South
16. Marina West Park	1976	6.3		X				Central
17. Neptune Square Park	mid-1960's	0.4	X					Beach
18. Orchard Park	1981	9.4		X				North
19. Peninsula Park	1977	3.5		X				Beach
20. Plaza Park	1962/1970	4.7		X				Central
21. Pleasant Valley Park	1977	9.7		X				South
22. Seaview Park	1981/1984	6.4		X				Beach
23. Sierra Linda Park	1983	6.2		X				North
24. Southwinds Park	1979	7.5		X				South
25. Thompson Park	1965	3.0		X				Northeast
26. Via Marina Park	1980	12.0		X				Beach
27. Wilson Park	1974/1980/	5.0		X				Central
28. Rio Lindo Park	1988	8.5		X				North
29. Sea Air Park	1987	8.6		X				Central
30. Oxnard Beach Park	1989	62.0				X	X	Beach
31. College Park	1987-88	75.0				X	X	South
32. McGrath State Beach	1960	123.0					X	Beach
33. Linear Park	1989-90	3.0					X	Beach
34. Kohala Park	1989	1.1	X					Northeast
TOTAL		708.3						

* The Del Sol-Colonia Parks complex serves Oxnard as a "Community Park."

TABLE XIII-3
POTENTIAL PARK SITES

Park Facility	Possible Completion Timeframe	Approximate Acreage	Neighborhood Park	Community Park	Special Purpose Facility	RPA
A. Cabrillo Park	1990	4.0	X			North
B. Cypress Park	1995	6.0	X			South
C. Northwest Community Park	1995	32.0		X		North
D. Ormond Beach Park	1995	30.0			X	South
E. Oxnard Dunes Park	1995	6.0			X	Beach
F. Mandalay State Beach Park	1995	107.0			X	Beach
G. North Ormond Beach Park	1995	8.0	X			South
H. Gonzales Neighborhood Park	1995	8.0	X			Northeast
I. Gonzales Rose Neighborhood Park	1995	8.0	X			Northeast
J. South Bank Park	1992	6.0	X			North
K. Windsor North Park	1990	3.0	X			North
L. Teal Club Park	1997	3.0	X			North
M. South Ormond Beach Park	2000	8.0	X			South
TOTAL		229.0				

6. Future Park Sites

The Parks and Recreation Department has identified several areas within the City as possible locations for future park sites. Potential park sites are listed alphabetically in **Table XIII-3**, together with their corresponding classifications. In some cases, concept plans and preliminary development timetables have been agreed upon. In other situations, the specific locations, acreage, and park components are unknown. Therefore, the data presented represents planning estimates of potential development based on present trends, expected growth, and land dedication practices in place today.

7. Recreation Facilities

The City's inventory of recreation facilities within the City includes 26 ball diamonds, 49 basketball courts, 15 group picnic areas, 2 gymnasiums, 10 soccer/football fields, 2 swimming pools, 38 tennis courts, 50 tot lots, and 25 volleyball courts. Some of these facilities are owned and administered by other recreation agencies and school districts.

The findings of a 1985 study showed there was a current surplus of lighted tennis courts (2) and tot lots (5), and an adequate inventory of outdoor public facilities for baseball, volleyball, and golf. Deficits were identified as follows: softball diamonds (2), indoor basketball courts (3), group picnic areas (1), gymnasiums (3), horseshoe pits (4), racquetball/handball courts (4), soccer/football fields (1), and swimming pools (3).

The projected recreation facility needs for the year 2000, the year of the next general plan update, reveal no surplus of facilities based on current inventories. The net requirements are identified as follows: ball diamonds (16) [baseball (6), softball (10), lighted fields (1)], outdoor basketball courts (20) [lighted courts (2)], indoor basketball courts (5), crafts/activities buildings (3), exercise course/jogging paths (2), golf courses (1), group picnic areas (9), gymnasiums (5), horseshoe pits (11), racquetball/handball courts (6), soccer/football fields (7), swimming pools (5), tennis courts (18) [lighted courts (1)], tot lots and play equipment (17), and volleyball courts (12).

The City and school districts could work together to maximize the use of existing and planned facilities. Specialized facilities, such as gymnasiums and swimming pools, can be accommodated within one facility. Also, if sites are available that are easily accessible by a wide number of Oxnard residents, specialized facilities can be expanded to absorb the demand for multiple facilities.

8. Shared-Use Agreements

There are currently no shared-use agreements with any of the four Ocean View School District campuses located within the South RPA. Similarly, the City has no cooperative agreements with any of the five schools operated by the Rio School District. It is expected that agreements will be adopted for two future schools.

The City does have shared-use agreements with schools operated by the Hueneme School District. Three of the District's facilities are adjacent to City parks, and two of those schools have cooperative agreements with the City, covering selected facilities.

Oxnard School District has seven schools located adjacent to municipal park areas. Of those seven, the City has cooperative agreements as to three of the schools. In addition, the City operates park facilities and/or has programs at two of the six schools: Drifhill Elementary and Fremont Jr. High School.

The City has cooperative agreements with Oxnard Union High School District for the shared use of its sports facilities, for which the City is charged a per-use fee. The swimming pools were constructed jointly by the School District and the City and are programmed for a full range of aquatic activities after school hours by the Parks and Recreation Department.

The City provided funds to Oxnard College by which the Ventura County Community College District secured State grant monies to construct sport facilities, including an official baseball field, tennis courts (6), tracks (2), basketball courts (4), a soccer field, locker rooms, and other facilities. These are available to City residents during limited time periods, but recently the volume of organized sports programs has meant that the facilities are generally unavailable for unscheduled public use.

The facilities covered by these shared-use agreements represent important contributions to the overall supply of park areas and recreation facilities for the residents of Oxnard.

C. Park Facilities Needs Assessment

The type, location, and size of existing public and private parks and recreation facilities establish a baseline for defining Oxnard's needs for parks and recreation facilities. These needs have been defined with reference to (a) the demographic profile of current and projected residents, (b) commonly accepted professional planning standards for parks and recreation facilities and (c) other agencies' concurrent proposals and planning efforts for new neighboring parks and recreation facilities in the area.

1. Mini-Parks

Due to the inefficiencies in administration and maintenance created by Mini-Parks, the City does not establish standards for this type of park facility. However, the size and scope of this type of facility lends itself well to private development and maintenance by homeowners' associations and apartment complexes. The Parks and Recreation Department is capable of providing planning expertise and recommended recreation component packages to private parties interested in developing recreational amenities, such as a Mini-Park, for residential properties.

2. Neighborhood Parks

The minimum land area required for a standalone Neighborhood Park is between 5 and 10 acres. This facility will have a service radius of approximately half a mile and a recommended service density of 1.5 acres per 1,000 residents.

Totaling the existing Neighborhood Park acreage and dividing it by Oxnard's population, yields a citywide ratio of approximately 1.4 acres per 1,000 residents. Thus, the overall shortfall in Neighborhood Parks for the City of Oxnard is approximately 16.4 acres or an immediate need for at least two additional Neighborhood Parks (5 to 10 acres each). More specifically, there are current deficits of Neighborhood Parks in the South RPA (7.6 acres), North RPA (20.0 acres), and Beach RPA (6.2 acres).

Assuming that every one of the potential Neighborhood Park sites identified in **Table XIII-3** is constructed at the maximum acreage, there will remain an overall shortfall of approximately 19.0 acres at build-out of the 2020 General Plan or roughly two Neighborhood Parks. Only the Northeast RPA is forecast to show excess Neighborhood Park space (25.8 acres at the year 2020), and the remaining four RPAs would have deficits as follows: South RPA (6.9 acres); Central RPA (2.1 acres); North RPA (23.6 acres); and Beach RPA (12.2 acres). **Table XIII-4** summarizes the City's current and projected needs for Neighborhood Parks.

3. Community Playfields

The City is encouraged to expand its use of school district facilities in light of the limited land available for community playfields. Community Parks will also serve the recreation needs that the Community Playfields are designed to serve.

4. Community Parks

The effective service radius for Community Parks is approximately 1.5 miles. The City's recommended service density of 1.5 acres per 1,000 residents is significantly lower than typical values for service density standards for Community Parks (typically 5-8 acres per 1,000 residents). In part, this reflects the fact that the Pacific Ocean and its beaches reduce overall demand on the City for traditional Community Park facilities.

The South, Northeast and Beach RPAs currently have more Community Park acreage than required: 20.7 acres for the South RPA, 12.8 acres for the Northeast RPA, and 33.9 acres for the Beach RPA. Deficiencies currently exist in the Central RPA (24.2 acres) and North RPA (48.3 acres). The overall net deficiency is approximately 5.1 acres.

TABLE XIII-4

NEIGHBORHOOD PARKS NEEDS ANALYSIS (1989-2020)

1989					
Recreational Planning Area	Population (000's)	Service Density*			Excess (Shortfall) Acreage
		Current Park Acreage**	Actual	Standard	
South	36.2	46.7	1.3	1.5	(7.6)
Central	30.3	47.1	1.6	1.5	1.6
North	32.2	28.2	0.88	1.5	(20.0)
Northeast	9.8	30.5	3.1	1.5	15.8
Beach	<u>18.7</u>	<u>21.9</u>	1.2	1.5	<u>(6.2)</u>
TOTALS	127.2	174.4	1.4	1.5	(16.4)
2020					
Recreational Planning Area	Population (000's)	Service Density*			Excess (Shortfall) Acreage
		Planned Park Acreage**	Planned	Standard	
South	50.4	68.7	1.4	1.5	(6.9)
Central	32.8	47.1	1.4	1.5	(2.1)
North	45.2	44.2	1.0	1.5	(23.6)
Northeast	13.8	46.5	3.4	1.5	25.8
Beach	<u>22.7</u>	<u>21.9</u>	1.0	1.5	<u>(12.2)</u>
TOTALS	164.9	228.4	1.4	1.5	(19.0)

* Service Density is the number of acres of parkland for every 1,000 people living within the RPA.

** Park acreage excludes Special Purpose Facilities, and includes only that portion of Community Parks acreage that serves the local neighborhoods.

As with Neighborhood Parks, the needs analysis must also consider the future projected populations of each RPA. Applying the desired level of service standard to the projected 2020 populations for each of the RPAs, there are Community Parks shortfalls for the Central RPA (28.0 acres) and North RPA (35.8 acres) by the year 2020, assuming all potential community park sites are constructed. The Northeast and Beach areas will show surpluses of 6.8 and 28.0 acres respectively. The overall citywide shortage will be 29.6 acres.

The continued need for Community Park space in the North RPA, despite the anticipated construction of the Northwest Community Park, is due to the fact that the North RPA will move from being the third most populated area to the first. However, the shortfall in park acreage for the North RPA may be partially offset by the excess acreage available in the Northeast RPA attributable to the Del Sol-Colonia Parks complex.

The planned development of Special Purpose Facilities will also address some Community Park needs. The proposed Ormond Beach Park and College Regional Park located north of Oxnard College would serve the South RPA. Oxnard Dunes Park and Mandalay State Beach Park, both to be opened around 1995, would serve the Beach RPA. **Table XIII-5** summarizes the City's current and projected needs for Community Parks.

5. Special Purpose Facilities

There are no typical acreage requirements for these facilities, because requirements depend upon the unique purpose or use of each facility. For example, an 18-hole championship golf course will require at least 150 acres, while a wildlife/conservation area would need to be of sufficient size to protect and/or manage the endangered resource.

D. Service Delivery Issues

There are several impediments to improving parks and recreation services for Oxnard residents. These include:

- Effects of aging and vandalism on existing facilities
- The past focus on Neighborhood Park development
- Acquisition and development costs
- Residential land uses that are not buffered from Community Park facilities
- Insufficient integration between geographically dispersed parks and recreation facilities
- Limited joint-use agreements with other public facility providers

Each of these is discussed below.

1. Effects of Aging and Vandalism on Existing Facilities

Due to the natural deterioration of facilities and acute vandalism at some park sites, many of the City's older parks have equipment replacement needs, such as benches, tables, barbecue pits, playground equipment, drinking fountains, backstops, bleachers, and fencing/signage. Landscaping and landscaping rehabilitation is also necessary at several facilities.

A number of the City's older parks, including Beck, Carty, Colonia, Eastwood, Lathrop, Plaza, and Thompson, do not provide handicap access to restroom facilities. The balance of the City's facilities was designed and built to meet the standards for handicap access in existence at the time of construction.

2. The Past Focus on Neighborhood Park Development

Oxnard's focus on developing a high quality Neighborhood Park system has restricted the City's planning perspective on development needs for other types of parks. The absence of a Community Park system handicaps the effective delivery of park services to the Oxnard citizenry.

3. Acquisition and Development Costs

The acquisition and development of park facilities are an expensive undertaking. It is estimated that a Neighborhood Park developed in 1985 would cost approximately \$60,000 per acre to construct, or \$350,000 to \$750,000 for a 5- to 10-acre facility. In addition, there is the annual maintenance cost of \$4,500 per acre (1987 dollars). Community Parks, with a higher level of facility development, are more expensive to develop. Depending upon the exact concept plan being considered, this cost can range from \$90,000 to \$108,000 per acre. The maintenance costs for Community Parks are slightly higher than for Neighborhood Parks and are estimated at \$5,000 per acre per year.

4. Incompatibility of Land Uses Surrounding Current Sites

Another constraint to achieving improvements to parks and recreation service delivery is the existence of incompatible land uses at current park sites. Because some Community Park features have been included in Neighborhood Parks, there are problems with off-street parking, league/organized use of facilities, and inadequate buffering of noise, lights, etc.

TABLE XIII-5
COMMUNITY PARKS NEEDS ANALYSIS
(1989-2020)

1989					
Recreational Planning Area	Population (000's)	Service Density [*]			Excess (Shortfall) Acreage
		Current Park Acreage ^{**}	Actual	Standard	
South	36.2	75.0	2.1	1.5	20.7
Central	30.3	21.1	0.7	1.5	(24.2)
North	32.2	0	-C	1.5	(48.3)
Northeast	9.8	27.5	2.8	1.5	12.8
Beach	<u>18.7</u>	<u>62.0</u>	3.3	1.5	<u>33.9</u>
TOTALS	127.2	185.7	1.4	1.5	(5.1)

2020					
Recreational Planning Area	Population (000's)	Service Density [*]			Excess (Shortfall) Acreage
		Planned Park Acreage ^{**}	Planned	Standard	
South	50.4	75.0	1.5	1.5	(0.6)
Central	32.8	21.2	0.7	1.5	(28.0)
North	45.2	32.0	0.7	1.5	(35.8)
Northeast	13.8	27.5	2.1	1.5	6.8
Beach	<u>22.7</u>	<u>62.0</u>	2.7	1.5	<u>28.0</u>
TOTALS	164.9	217.7	1.3	1.5	(29.6)

^{*} Service Density is the number of acres of parkland for every 1,000 people living within the RPA.

^{**} Park acreage excludes Mini-Parks, Neighborhood Parks, and Special Purpose Facilities.

5. Insufficient Integration Between Geographically Dispersed Sites

The City's many facilities are not effectively linked for foot or bike traffic. There is little signage directing residents to facilities, and no thematic connection exists among the recreation facilities. This tends to reduce residents' utilization of municipal facilities.

6. Limited Joint Use Agreements With Other Public Facilities

The final constraint concerns the degree to which other public facilities are available for general use by the residents of Oxnard. A few joint use agreements with other entities are in effect that facilitated the construction or encouraged greater use of some facilities.

There are, however, significant resources or facilities that remain closed to the public and/or programming by the City.

FINDINGS

1. There is an inadequate supply of park areas able to accommodate major intensive recreation facilities.
2. There are not enough large grassy play areas for youth and adult passive and organized recreation uses.
3. Neighborhood Parks are overutilized for organized sport activities, which impacts on the use of such playfields by neighborhood children.
4. There is a need for certain park/recreation facilities, including swimming pools, fields for soccer/football/hockey/rugby/cricket, gymnasium facilities, and softball fields.
5. Community recreation facilities are needed and should be related to community needs. Both of these should receive increased consideration in planning future facilities.
6. Routine park rehabilitation needs are not being met fully.
7. The City does not provide sufficient areas for peripheral recreation activities, such as flying remote-controlled airplanes or model rockets.
8. Many facilities are not effectively linked for foot or bike traffic, and there is little signage directing residents to facilities.

DEVELOPMENT POLICIES

A. Goals

A variety of quality recreation facilities and resources for Oxnard residents.

B. Objectives

1. Expand the variety of park types developed by the City.
2. Build sufficient Neighborhood Parks, Community Parks and Special Purpose Facilities to meet the needs of the future residents of the City by the year 2020.
3. Construct at least two sport and fitness centers with indoor gymnasiums by the year 2020.
4. Develop another full-time senior citizen center by the year 2020.
5. Determine the ultimate use of the practice field facilities currently used by the L.A. Raiders, which occupy almost 4 acres adjacent to the River Ridge Golf Course/Radisson Hotel.
6. Reduce overuse of neighborhood parks where possible.
7. Create a physical link for pedestrian and bicycle traffic between facilities.
8. Provide all Oxnard residents with access to natural/scenic areas such as the Santa Clara River Greenbelt, Ormond Beach, and Oxnard Dunes.
9. Rehabilitate deteriorated facilities.
10. Channel community interests and neighborhood pride into a concern for maintaining neighborhood facilities in good condition.

C. Policies

1. The City shall guide the development of new facilities and improvement of existing facilities, using proven methods and standards.
2. The City shall continue its aggressive policy of pursuing all possible methods of funding to identify the most cost-effective approaches to developing, improving and maintaining its facilities.
3. The City shall seek to utilize uniform signage, and employ other unifying design features to integrate municipal facilities and encourage use by residents.
4. The City should expand coordinated recreation programming with other public agencies and create service links to avoid duplication of services and budgetary expenditures.
5. The City shall explore ways to stimulate additional development of recreational facilities by the private sector.

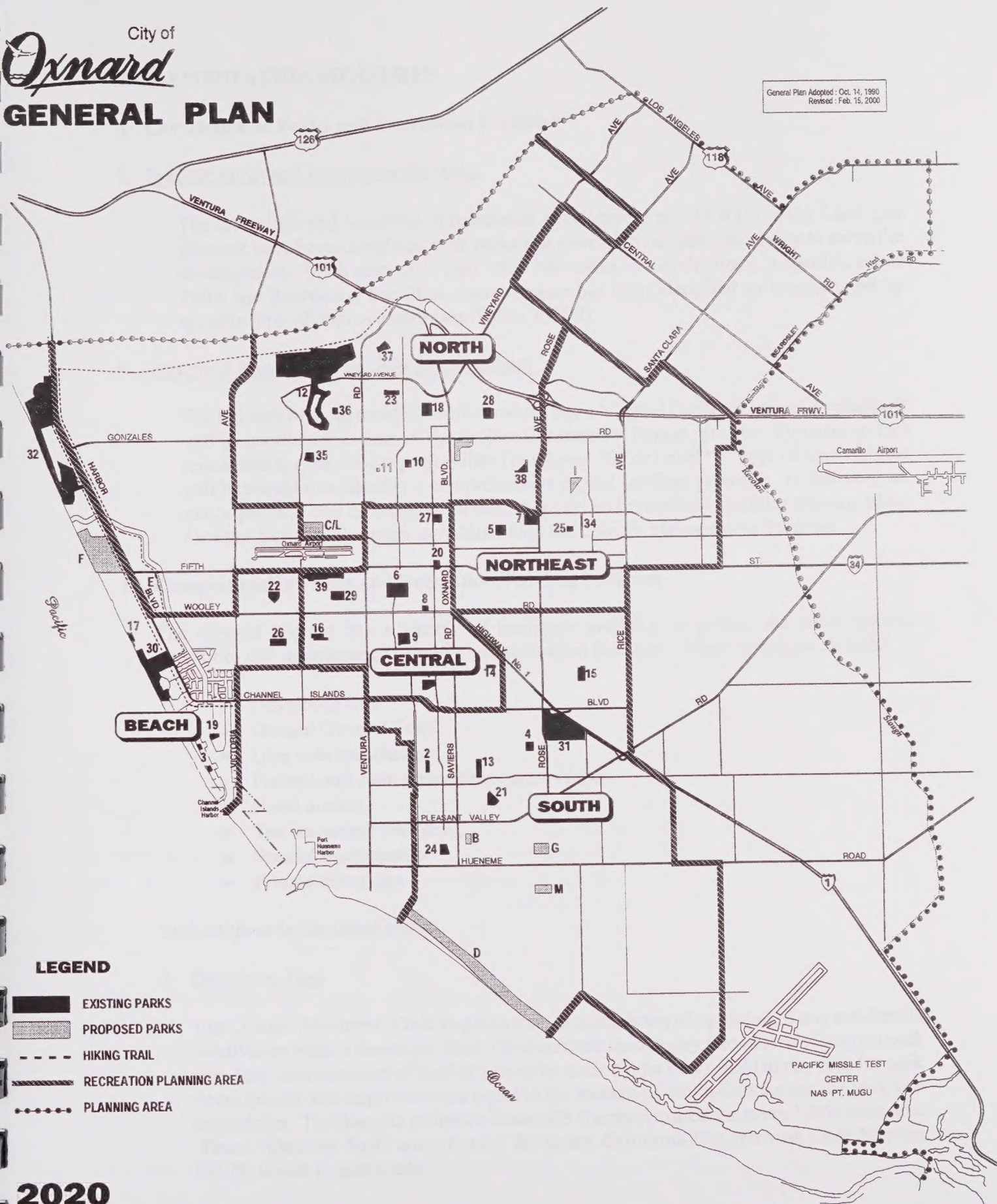
6. The City shall seek to improve cooperation with various school districts within the City's Sphere of Influence regarding shared use of facilities.
7. The City shall maintain or increase the funding level and land dedication rates currently set by the Quimby fee formula.
8. Future park sites should be located next to school sites whenever feasible.
9. The City shall attempt to create buffer zones between neighborhood park facilities and adjacent residences, minimize off-street parking, and discourage team and league play by eliminating skinned infields, raised mounds, lights, and spectator facilities in those neighborhood parks that cannot be buffered from surrounding areas.
10. The City shall consider establishing a vandalism watch program or block party fix-up days at local park facilities.
11. The City shall implement the Bicycle Facilities Master Plan and trail system to link parks and recreational facilities.
12. The City should explore the possible use of Oxnard High School site for recreational use if the facility is relocated.
13. The City shall consider including specialized recreational facilities in the Ormond Beach Specific Plan Area.
14. The City shall consider designating additional sites for parkland in the North RPA as development warrants.
15. The City shall implement a development strategy for providing facilities that would serve day care, youth, teenager, and senior recreational needs in the South RPA.
16. The City shall support efforts to develop regional facilities (e.g., College Park, McGrath Park/Mandalay Beach, and RV parks) that are easily accessible to Oxnard's population.
17. The City shall conduct an ability-to-pay analysis for individual programs and building user groups. This information can then be utilized to add more tiers to the present rate schedule.
18. Prior to incorporation of additional land into the City, park provision shall be assessed and potential additional parkland identified.

A Plan Proposals

Figure XIII-1 identifies the location of existing park facilities (numbered 1-34), and potential park facilities for the five Recreation Planning Areas. The designations correspond to the entries in **Table XIII-2** and **Table XIII-3**.

City of
Oxnard
GENERAL PLAN

General Plan Adopted : Oct. 14, 1990
Revised : Feb. 15, 2000

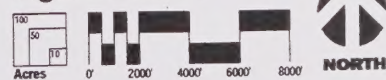


LEGEND

- EXISTING PARKS
- PROPOSED PARKS
- HIKING TRAIL
- RECREATION PLANNING AREA
- PLANNING AREA

**2020
PARKS AND
RECREATION MAP**

Figure : XIII - 1



IMPLEMENTATION MEASURES

A Correlation of Parks and Recreation Facilities

7. Specific Parks and Recreation Facilities

The intensities and locations of residential development provided for in the Land Use Element have been correlated with parks and recreation facilities necessary to serve the development. With respect to year 2020 intensities of development, a specific set of Parks and Recreation Facilities improvements has been identified by location and by specific type of improvement (see **Table XIII-3**).

8. Parks and Recreation Facilities Phasing Plans

The Growth Management Element provides that a ‘Capital Facilities Impact Evaluation’ will be conducted as part of the Project Consistency Report process. Pursuant to that requirement, every major project listed as a Level “B” or Level “C” type of development will be required to identify a comprehensive capital facilities program. In this way, all major projects will be required to identify parks and recreation facilities phasing plans for long-term development correlated with the Growth Management Program.

B Comprehensive Parks and Recreation Funding Program

The City of Oxnard has a variety of resources available to pursue the development, operation, and maintenance of parks and recreation facilities. These resources include:

- Developer fees
- Oxnard General Fund
- User fees and charges
- Federal and state government grants/funds
- Bond market
- Tax increment financing
- Special assessments
- Private donations

Each of these is discussed below.

1. Developer Fees

The Oxnard Municipal Code requires that, as a condition of approval of any residential subdivision map, a developer shall: (a) contribute land or pay fees in lieu of land for park sites (the determination of land or fees to be made by the City), and (b) pay fees for park development and improvements equal to the amount of the in-lieu fee for the park site acquisition. The formula utilizes a factor of 3.0 acres required for every 1,000 residents. These “Quimby fees” are provided for under California Government Code Section 66477, which in part reads:

“[T]he dedication of land, or the payment of fees, or both, shall not exceed the proportionate amount necessary to provide three acres of park area per 1,000 persons...

....

The land, fees, or combination thereof are to be used only for the purpose of developing new, or rehabilitating existing neighborhood or community park or recreation facilities to serve the subdivision.

2. Oxnard General Fund

Approximately 11.75 percent of the total General Fund is allocated to the Parks and Recreation Department. The Department's allocation grows at about the same rate as the overall budget.

3. User Fees and Charges

The City of Oxnard imposes fees and charges for recreation classes and building rental to offset direct and indirect costs and depreciation expenses; the City subsidizes the balance. A wide variety of parks and recreation facilities are provided to the public without charge. As the pressure to economize builds, it becomes increasingly important to distinguish between those services that should be self-supporting, wholly subsidized, or partially subsidized. However, based on the City's demographic profile, across-the-board rate increases are not viable. Nevertheless, users with the ability to pay should be charged fees that will recover costs to the degree that competitive pricing will allow.

4. Federal and State Government Grants/Funds

While both federal and state grant programs are an available source of funding for the City, the current trend is for less federal government funding and more state and local government support. As a result, Land and Water Conservation Funds and Community Development Block Grants have decreased in amounts and the grants are less regular. The 1984, 1986 and 1988 State Bond Acts have provided funds for park development to the City of Oxnard, based on past voter approval of such measures. The future availability of such funds is likely.

5. Bond Market

The bond market has historically proven to be an excellent method of financing major municipal projects. However, post-Proposition 13 and post-Proposition 4 municipal economics have caused General Obligation (GO) bonds to be used as a last resort when generating development/improvement funds. When financed through revenue bonds, some Special Purpose Facilities can be self-supporting. A taxing authority can sell these revenue bonds, which would require voter approval, or a nonprofit corporation created to issue tax-free bonds to finance large construction projects. Unfortunately, few facilities can demonstrate an ability to generate sufficient revenues to retire the debt obligation and provide operating funds.

6. Tax Increment Financing

Tax increment financing is a method to leverage the increased property tax revenues that the increased value and economic activity from proposed developments cause. Once a project area is identified, this tax "increment" can be utilized to provide funds for development and improvement of public facilities.

7. Special Assessments

Special assessment financing is a technique utilized where a specific benefit can be identified. Costs - or special assessments - are then apportioned to the property owners within the special assessment district on any basis that will reasonably measure the benefit accruing to the property owner, such as street frontage, total area, number of units, or some combination thereof. This technique can be used in conjunction with the issuance of tax-exempt bonds to provide up-front capital for proposed improvements. The bonds are generally repaid over a 10-15 year period from the proceeds of assessments collected each year from the affected property owners.

8. Private Donations

Any analysis of the history of parks development throughout the country will demonstrate the impact of private generosity. Gifts of money, materials, lands, and buildings have made vital contributions to the creation of park and recreation facilities everywhere. The creation of trust funds and a park and recreation foundation are two examples of methods that encourage personal and corporate contributions.

X. Housing Element

CITY OF OXNARD
REVISED 2000-2005
HOUSING ELEMENT

December 2000

Cotton/Beland/Associates
747 East Green Street, Suite 300
Pasadena, California 91101

#1180.00

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1. INTRODUCTION

A. Community Context

Oxnard is the largest city in Ventura County, with a population exceeding 160,000. Incorporated in 1903, Oxnard's history and residential development has been shaped by the railroad and 101 freeway, its proximity to the only deep-water port between Los Angeles and San Francisco, and its history as a center of agriculture. Figure 1 illustrates the location of Oxnard and the surrounding jurisdictions.

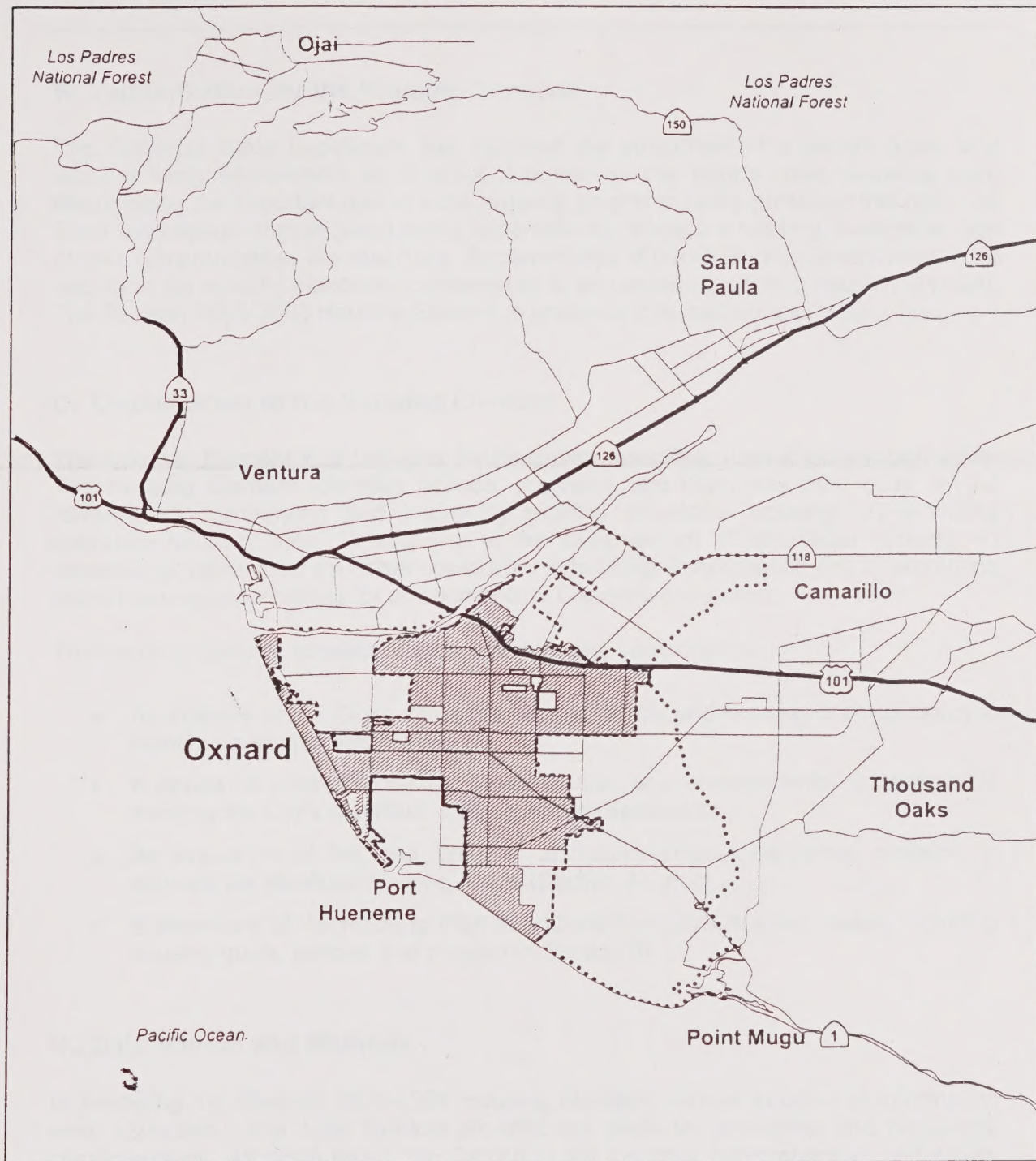
Oxnard has undergone extensive changes over the past decade, with several annexations and subsequent population growth increasing nearly 50% since 1980. This period was also characterized by changes in the composition of residents. Over the decade, the population has become diverse, with younger families and seniors. The median family income is generally more modest than the county as a whole. Oxnard's household composition also varies significantly among different race-ethnic groups and the community has a high percentage of special needs groups.

Oxnard offers a mix of housing opportunities, ranging from residential communities with primarily single-family homes, multi-family homes, and mobile homes. Oxnard has some of the more affordable housing in Ventura County, with median single-family homes priced at \$183,000 and condominium priced at \$143,000, while two-bedroom apartments rent for \$800 per month. Similar to the remainder of Ventura County, housing prices and rents have been gradually increasing in recent years.

Oxnard faces other challenges affecting its housing stock and residents. During the 1980s, housing overcrowding increased from 16% to 25%, but is over 50% in several residential communities. Overcrowding is particularly concentrated among large families, of which 55% of owners and 80% of renters live in overcrowded conditions. This situation is impacted by the housing market in nearby communities, where the sales price and rent for housing has escalated significantly over the past few years.

Over the 2000-2005 planning period, the policies and programs of Oxnard's Housing Element are to implement the following vision for the community:

- To provide a balance of housing opportunities for all economic segments of the community, including housing that is affordable to low, moderate, and upper income households.
- To preserve the unique aspects of the community, including greenbelts and open space, historical neighborhoods, cultural amenities, and other unique and valued assets of the community;
- Address issues of overcrowding and overpayment, substandard housing conditions, and other housing issues to further maintain and improve the quality of life for residents in the community.



-  City Boundary
-  Sphere of Influence
-  Planning Area

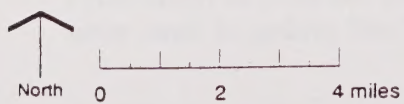


Figure 1
Regional Location

B. Authorization for the Housing Element

The California State Legislature has identified the attainment of a decent home and suitable living environment for every Californian as the State's major housing goal. Recognizing the important role of local planning programs in the pursuit of this goal, the State law requires that all jurisdictions to periodically prepare a housing element as part of their comprehensive General Plan. Section 65583 of the California Government Code sets forth the specific mandated components to be contained within a housing element. The Revised 2000-2005 Housing Element is prepared in compliance with State law.

C. Organization of the Housing Element

The Housing Element is a five-year housing plan extending from 2000 through 2005. The Housing Element identifies policies, programs and objectives that focus on the following: 1) conserving and improving existing affordable housing; 2) providing adequate housing sites, 3) assisting in the development of affordable housing, 4) removing governmental and other constraints to housing development, and 5) promoting equal housing opportunities for all segments of Oxnard's population.

The Housing Element consists of the following major components:

- An analysis of the City's demographic, household and housing characteristics to identify housing needs (Section 2);
- A review of potential market, governmental, and environmental constraints to meeting the City's identified housing needs (Section 3);
- An evaluation of the land, financial and administrative resources available to address the identified housing needs (Section 4); and
- A statement of the Housing Plan to address the City's housing needs, including housing goals, policies and programs (Section 5).

D. Data Source and Methods

In preparing the Revised 2000-2005 Housing Element, various sources of information were consulted. The 1990 Census provided the basis for population and household characteristics. Although dated, the Census is still the most comprehensive and widely accepted source on demographic characteristics. In addition, the 1990 Census is also used within the Housing Element to ensure consistency with State and federal housing plans which are required to utilize the same information about the community.

However, to ensure that the Revised 2000-2005 Housing Element provides as timely information as possible to facilitate planning purposes, several other information sources were used to update the 1990 Census. These are as follows:

- Demographic data was updated by the State Department of Finance and enrollment records of public schools as of 2000;
- Housing market data was updated by obtaining current rents and homes sales price through surveys and property tax assessor's files as of 2000;
- Service agencies were consulted to provide information on the magnitude and service needs as of 2000; and
- Lending patterns were analyzed from financial institutions based on an analysis of Home Mortgage Disclosure Act data as of 1998.

E. Public Participation

Public participation was a key part in drafting the Revised 2000-2005 Housing Element. The residents of Oxnard had several opportunities to review, comment, and recommend policies and programs on the City's revised Housing Element. The document was circulated widely to housing advocates, the Building Industry Association, and various nonprofit organizations representing the interests of lower-income persons and special needs groups.

To help increase public awareness, three display advertisements were run in the local newspaper preceding a special meeting of the Planning Commission on June 8. Preceding a regular meeting of the Planning Commission on August 17, another display advertisement was run in the local newspaper, two dozen Notices of Public Hearing were mailed to individuals and all newspapers, and separate notices were sent to each Neighborhood Council. In late August, housing advocates were invited to submit names of additional persons or organizations for notification. For the Planning Commission meeting on September 21, the same procedure was followed as the August 17 meeting and 48 Notices of Public Hearing were mailed to interested parties. Finally, the Revised Draft Housing Element was considered at a regularly scheduled City Council meeting on October 3 to recommend submittal to the State Department of Housing and Community Development.

After receipt of comments from HCD, the City incorporated necessary changes to the Housing Element and prepared for the adoption of the Element. This involved public hearings by the Planning Commission on December 7 and City Council on December 19, with notice of the public hearing placed in the local newspaper in advance of each hearing, and placement of the Revised Element for public review at City Hall and the public library.

F. Relationship to Other General Plan Elements

The Housing Element is one chapter of the Oxnard General Plan. The General Plan consists of the following eight elements: 1) Land Use; 2) Circulation; 3) Housing; 4) Open Space and Conservation (combined); 5) Public Facilities; 6) Safety; 7) Noise; and 8) Growth Management. The City will ensure consistency between General Plan elements so that policies introduced in one element are consistent with those in other elements. At this time, the revised Element does not propose significant change to any element of the City's adopted 2020 General Plan. However, if it becomes apparent over time that changes to any element are needed for internal consistency, such changes will be proposed for consideration by the Planning Commission and City Council.

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2. HOUSING NEEDS ASSESSMENT

Assuring the availability of decent and affordable housing for residents of all social and economic groups is an important goal for Oxnard. To that end, this section of the Housing Element analyzes important population and housing characteristics to identify the City's specific housing needs. Important characteristics to consider include:

- Demographic issues of age, race-ethnicity, and employment;
- Household type, age, and income levels;
- Special housing needs present in Oxnard;
- Housing type, cost, condition and affordability; and
- Evaluation of the City's share of the region's housing needs

As a result of this analysis, this section will clarify the type and extent of housing needs of residents in Oxnard. Moreover, this evaluation will also serve as the basis for the City's goals, policies, and programs detailed in the Housing Plan (Chapter V) that will be implemented over the 2000-2005 planning period of the Housing Element.

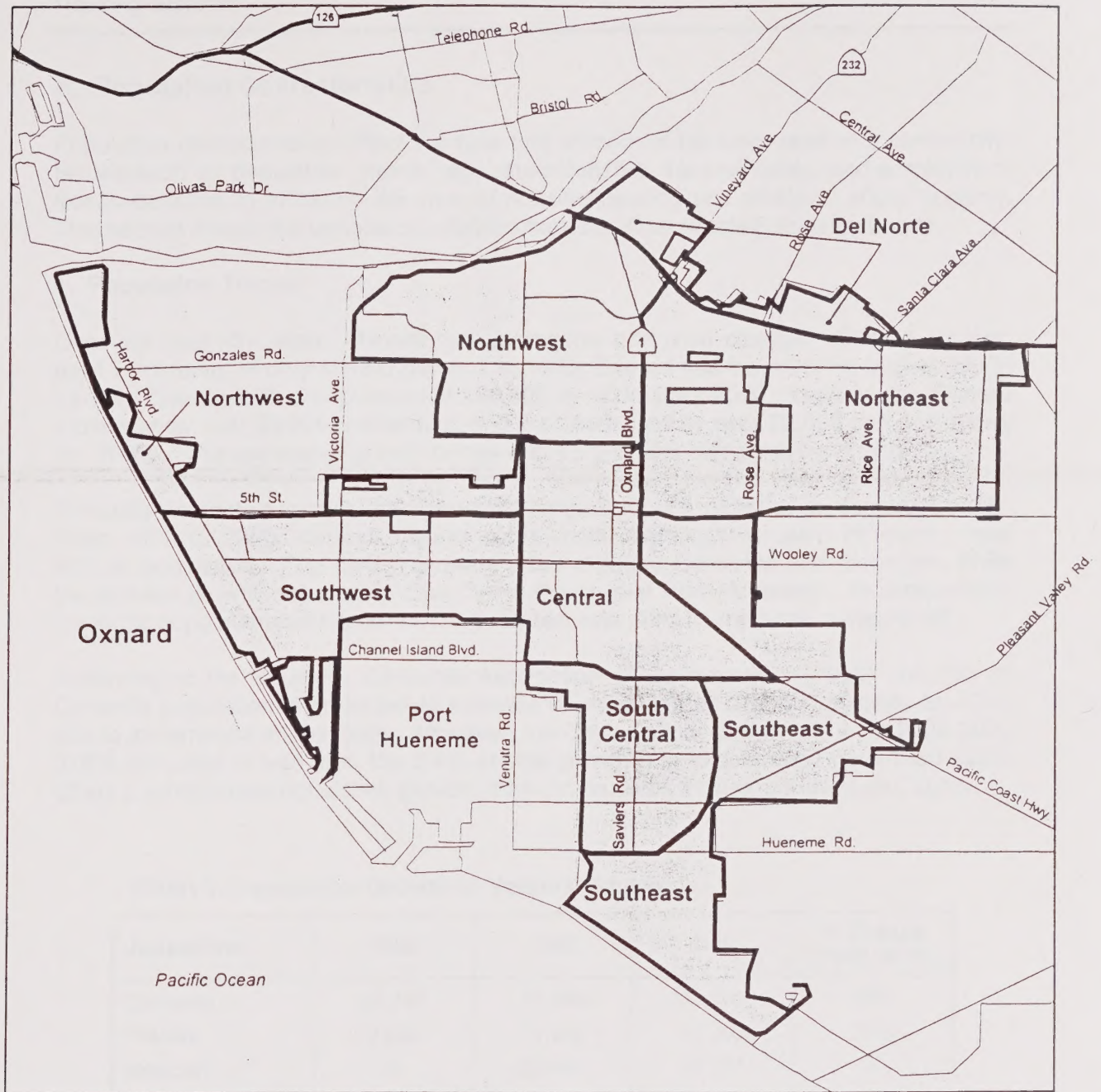
In evaluating housing needs, the Oxnard General Plan emphasizes the importance of communities as a focus of the residential planning process. The General Plan sets forth seven residential communities defined largely by manmade and topographic features. This emphasis on community planning is important, because each community has different population and housing characteristics that determine housing needs.

This Housing Element builds upon the community planning concept by evaluating trends citywide as well as noting how housing needs differ among communities. The data for each community are derived by aggregating Census data at the tract level. Chart 1 lists each residential community and provides basic information from the 1990 Census. Figure 2 illustrates the boundaries and location of each residential community.

Chart 1: Oxnard Residential Communities

No.	Community	Housing Units	Population	Acres
#1	Northwest	8,508	23,368	13,773
#2	Del Norte	548	1,538	2,338
#3	Northeast	3,454	17,856	12,532
#4	Southeast	5,651	21,474	12,873
#5	South Central	7,126	28,500	5,578
#6	Central	7,599	29,030	7,675
#7	Southwest	8,361	20,450	8,522
Total		41,247	142,216	63,291

Source: 1990 U.S. Census
2020 Oxnard General Plan



- Community Boundary
- City Boundary



Figure 2
Residential Communities

A. Population Characteristics

Population characteristics affect the type and amount of housing need in a community. Issues such as population growth, age characteristics, race-ethnicity, and employment trends combine to influence the type of housing needed and ability to afford housing. This section details the various population characteristics affecting housing needs.

1. Population Trends

Over the past fifty years, Oxnard has undergone extensive change. Once a smaller, rural community of only 40,000 persons in 1960, Oxnard has become the largest city in Ventura County, with a population of 160,305 as of January 2000. In particular, Oxnard increased by over 34,000 residents during the 1980s and by over 22,000 persons during the 1990s. This expansive growth brings with it significant demographic changes.

Oxnard's population growth was generally consistent with patterns in Ventura County. From 1980 to 2000, Ventura County experienced significant growth, increasing over 40% in population. The fastest growing cities included Camarillo and Moorpark, while the slowest growth occurred in Ojai, Santa Paula, and Port Hueneme. In comparison, Oxnard's population increased the fourth fastest rate (48%) during the same period.

According to the Southern California Association of Governments (1998), the City of Oxnard's population is projected to increase to an estimated 186,000 persons by 2020 due to incremental annexations. However, the City's annual growth rate from 2000-2020 (0.8% annually) is less than the 2.4% annual growth rate experienced from 1980-2000. Chart 2 summarizes population growth of all communities throughout Ventura County.

Chart 2: Population Growth in Ventura County

Jurisdiction	1980	1990	2000	% Change (1980-2000)
Camarillo	37,797	52,303	63,335	68%
Fillmore	9,602	11,992	13,260	38%
Moorpark	0	25,494	29,727	--
Ojai	6,816	7,613	8,258	21%
Oxnard	108,195	142,216	160,305	48%
Port Hueneme	17,803	20,319	23,478	32%
Santa Paula	20,552	25,062	27,255	33%
Simi Valley	77,500	100,217	113,023	46%
Thousand Oaks	77,072	104,352	120,744	57%
Ventura	74,393	92,575	103,505	39%
Unincorporated	99,444	86,873	93,611	-6%
Total	529,174	669,016	756,501	43%*

Source: U.S. Census, 1980, 1990; Department of Finance, 2000.

* Average

2. Age Characteristics

Oxnard housing needs are determined largely by the age characteristics of residents. Each age group has distinct lifestyles, families, income levels, and housing preferences. As people move through stages of life, their housing need and preferences also change. As a result, evaluating and understanding the age characteristics of a community is an important factor in addressing the existing and future housing needs of residents.

Chart 3 below describes changes in the age distribution of residents from 1980 to 1990. Younger adults between ages 25 and 44 comprise the "household formation" stage. Typically, younger adults look for more affordable housing opportunities, such as affordable apartments. From 1980 to 1990, young adults increased significantly, increasing by 42% in the 25-34 age group and 76% in the 35-44 age group. The increase in young adults resulted in a corresponding 20% increase in young children.

Middle aged adults between 45 and 64 are more settled in their careers and begin to purchase larger single-family homes for their families. From 1980 to 1990, this age group increased by approximately 20%. Due to their income earning potential, this age group in particular places an increasing pressure on the moderate and upper income housing market -- moderated to the extent that housing is available in nearby cities.

Senior adults over age 65 often begin to look into trading down their larger single family home for smaller homes that are more affordable or are easier to maintain. Similar to trends occurring countywide, however, Oxnard's senior population has also increased significantly (54%) between 1980 and 1990. This senior age group is expected to continue increasing through 2010 with the aging of the baby boomer generation.

Chart 3: Age Distribution and Trends

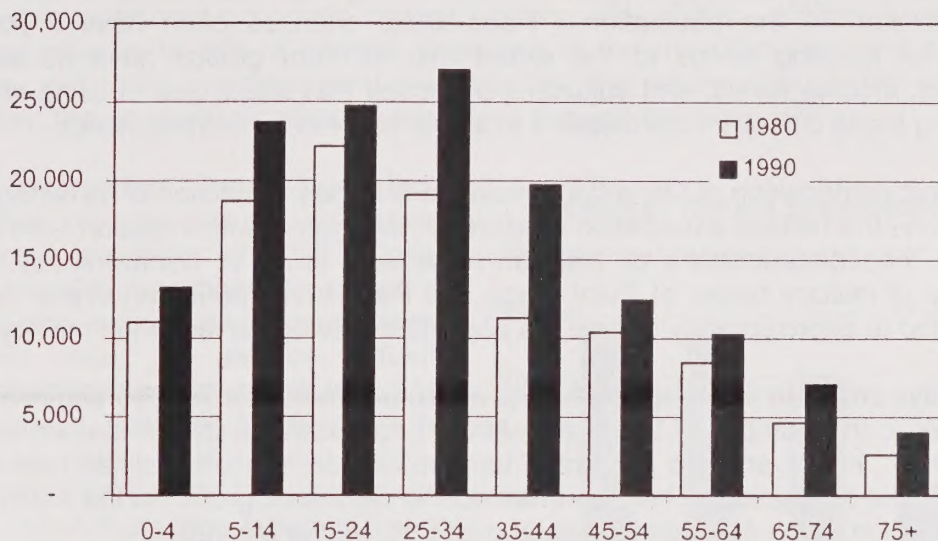
Age Groups	1980 Census		1990 Census		% Change 1980-1990
	Persons	Percent	Persons	Percent	
0-4	11,024	10%	13,181	9%	20%
5-14	18,756	17%	23,776	17%	27%
15-24	22,143	21%	24,782	17%	12%
25-34	19,077	18%	27,100	19%	42%
35-44	11,224	10%	19,790	14%	76%
45-54	10,424	10%	12,376	9%	19%
55-64	8,405	8%	10,208	7%	22%
65-74	4,604	4%	7,051	5%	53%
75+	<u>2,538</u>	<u>2%</u>	<u>3,952</u>	<u>3%</u>	<u>56%</u>
Total	108,195	100%	142,216	100%	31%*
Median	26.0 years		28.3 years		

Source: U.S. Census 1980, 1990

Percentages may not total to 100% due to rounding

* Average

Chart 4: Age Characteristics



Assessing future age changes in the age distribution of Oxnard residents is difficult to determine. One of the more important demographic changes taking place throughout Ventura County and Oxnard is the aging of the population, particularly the baby boomer generation. Boomers were born between the years 1946 and 1964 and are between the ages of 35 and 54 today. According to the 1999 Ventura County Economic Outlook, this population is expected to continue increasing through the year 2010.

The second major trend occurring is the emergence of the baby boom offspring, labeled as the baby boomlet. This new generation covers the period of 1977 through 1995 and represents children and young adults who are now between ages 5 and 24. The baby boomlet population represented approximately 30% of Ventura County residents, but 34% of the population in Oxnard. The boomlet generation will likely have a more significant impact upon the entry-level housing market during the next decade.

At the same time, however, race-ethnicity impact the age distribution of the community. As shown by enrollment records in local public school, the number of Hispanic, Asian and African American children have been increasing during the 1990s, in part due to a declining number of White persons and higher fertility rates among other ethnic groups. If these trends continue, Oxnard may experience a greater baby boomlet generation in than in comparison to other communities in Ventura County.

3. Race and Ethnicity

The greater Southern California region is experiencing significant shifts in the race-ethnic composition of the population. Race-ethnic changes often have important implications for housing needs to the extent that different groups have household characteristics, income levels, and cultural preferences that affect their housing needs. Understanding these differences provides a basis for addressing housing needs.

The race-ethnic composition of Oxnard's population is largely a function of its history. In Ventura County, the historic association of Mexican immigrants with irrigation farm work gave rise to the concentrations of Mexican-Americans living in Oxnard today. The establishment of military bases at Point Mugu and Port Hueneme during World War II also contributed to approximately 10% of the population having served in the military.

Chart 5 displays changes in the race-ethnicity of Oxnard residents in 1980 and in 1990. As shown below, the number of White and African American persons remained stable over the decade. However, as a percent of total population, Whites declined from 43% to 32% of the total population. This trend was due to significant growth in the Asian and Hispanic population, each of which increased over 60% during the 1980s.

Although some residential communities have an even mix of race-ethnic groups, others have a greater concentration of one or more groups. These are as follows:

- Whites are concentrated in the Northwest and Southwest communities, accounting for 49% and 63% of residents, respectively.
- African Americans are integrated throughout the City and account for between 3% and 6% of the population of each community.
- Asians are more concentrated in the South Central and Southeast, representing 10% and 18% of the population, respectively.
- Hispanics are concentrated in the Del Norte, Central and the Northeast, representing 62%, 71% and 88%, respectively of the population.

Chart 5: Race and Ethnicity Profile

Race/Ethnicity	1980		1990		% Change 1980-1990
	Persons	Percent	Persons	Percent	
White	46,142	43%	45,992	32%	0%
Hispanic	48,034	44%	77,320	54%	+61%
Asian	6,650	6%	11,166	8%	+68%
African-American	6,359	6%	6,884	5%	8%
All Other	936	1%	854	1%	-9%
Total	108,121	100%	142,216	100%	

Source: U.S. Census 1980, 1990.

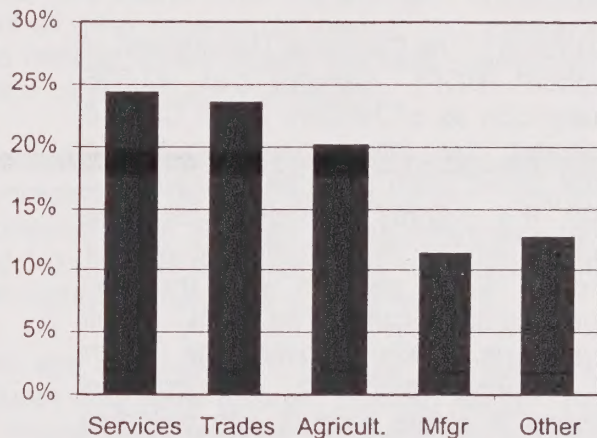
Percentages may not total to 100% due to rounding

4. Employment Market

The Ventura metropolitan region, like other metropolitan areas across the Southland, underwent significant economic changes during the 1990s. Military base closures, defense industry layoffs, a general slowdown in the manufacturing and construction sectors, and rising unemployment characterized the region through the early 1990s. However, the economy significantly recovered through the latter 1990s.

Chart 6 describes Oxnard's job base according to surveys of employers conducted quarterly by EDD. During 1998, the City was home to a total of 49,036 jobs, excluding self employment. Of that total, the service industry comprised the largest sector, with 24% of all jobs. This was followed by the wholesale and retail trades (23%), agriculture (20%), and manufacturing (11%). Agricultural jobs included a wide range of activities, including crop production, processing, and landscaping. All other jobs, many of which were government, comprised 13% of the community's job base.

Chart 6: Oxnard Employment Base



With respect to Oxnard residents, the unemployment rate in Oxnard was 6.9% in 1999, higher than the 4.8% rate Countywide. Occupations held by Oxnard residents are shown by the 1990 Census and are summarized in Chart 7. As shown below, all types of occupations significantly increased over the 1980s. While higher-paying professional and managerial jobs increased at the fastest rate, similar rates of increase were also evident in lower paying jobs, such as operator, fabricators, laborers, and services.

Chart 7: Jobs Held By Residents

Occupations of Residents	1980		1990		% Change 1980-1990
	Persons	Percent	Persons	Percent	
Managerial/Professional	7,557	17%	12,213	18%	62%
Sales, Technical, Admin.	11,923	26%	18,121	27%	52%
Service Occupations	6,000	13%	8,438	13%	41%
Production/Crafts/ Repair	5,772	13%	8,794	13%	52%
Operators, Fabricators, Labor	8,154	18%	11,870	18%	46%
Farming, Forestry, Fishing	6,360	14%	7,486	11%	18%
Total	45,766	100%	66,922	100%	

Source: U.S. Census 1980, 1990.

Percentages may not total to 100% due to rounding

B. Household Characteristics

In addition to population characteristics, household characteristics affect the type and quantity of housing need in the community. For instance, different families (e.g., according to type, age, and size) require different type of housing to meet their needs, while a household's income level determines what the type of housing that is affordable. This section details the various household characteristics affecting housing needs.

1. Household Type

According to the California Department of Finance (DOF), Oxnard had 42,596 households as of January 2000. Chart 8 illustrates the three major household types based upon the 1990 Census. In 1990, the majority of households were married families (60%) with and without children. Single persons were the next largest group, comprising 15% of all households. "Other" households (which are largely comprised of unrelated persons or single parents with children) comprised the remaining 25% of households residing in Oxnard.

Chart 8: Household Type

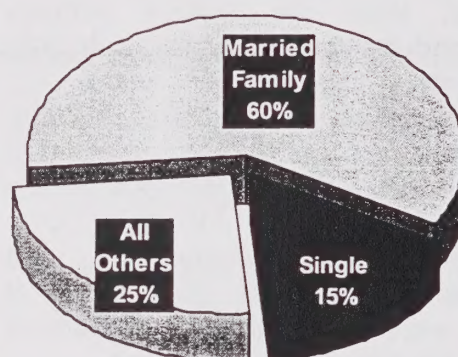


Chart 9 illustrates changes in the composition of households from 1980 through 1990. During this period, the distribution of families and nonfamilies remained the same. However, "other" families and "other" nonfamily households showed significant change, increasing 47% and 39% respectively. The increase in "other" households has a direct impact upon housing needs. According to the Census Bureau, both categories have the highest poverty rates and a higher prevalence of either overpayment or overcrowding. "Other households" are addressed in detail in the special needs section of the Element.

Chart 9: Changes in Household Type

Household Type	1980		1990		% Change 1980-1990
	Households	Percent	Households	Percent	
Households	33,087	--	39,302	--	19%
Families	25,423	77%	30,818	78%	21%
Married With Children	11,853	36%	14,150	36%	19%
Married No Children	8,587	26%	9,345	24%	9%
Other Families	4,983	15%	7,323	19%	47%
Non-Families	7,664	23%	8,484	22%	11%
Singles	5,898	18%	6,038	15%	2%
Other	1,766	5%	2,446	6%	39%

Source: U.S. Census 1980, 1990.

Percentages may not total to 100% due to rounding

Household Characteristics.

Chart 10 describes the City's household characteristics in 1990 based upon definitions used by the U.S. Department of Housing and Urban Development (HUD). Elderly households contain 1 or 2 persons with one member at least 62 years old. Small families are comprised of two to four members; large households have five or more persons. Other households are comprised of all other groups not mentioned above.

In terms of household age, White persons had the largest proportion of elderly householders, with 25% headed by at least one person over the age 62. In contrast, elderly households comprised 6% to 8% of all other race-ethnic groups. This difference could be due to the presence of extended families where elderly live with their primary family, higher income levels among Whites, or a combination of reasons.

Another important household characteristic that affects housing need is household size. Whites had the smallest households – averaging 2.5 persons per household. African-Americans averaged 3.5 persons per household. In contrast, Asian-Americans and Hispanics averaged approximately 4.3 and 5.0 persons per household, respectively. As a result, both Asians and Hispanics had the highest percentage of large families.

Differences in the size, race-ethnicity, and age of households suggest that people in different life stages and from different cultures may have different housing needs. For instance, the high share of White elderly households suggests problems with housing overpayment. The higher share of larger Asian and Hispanic households suggest overcrowding issues, because their income levels are relatively lower than other groups.

Chart 10: Household Characteristics

	Race and Ethnicity				
	Total*	White	Black	Asian	Hispanic
Household Size					
Persons	142,216	45,992	6,884	11,166	77,320
Households	39,302	18,735	2,184	2,607	15,522
Average Size	3.6	2.5	3.2	4.3	5.0
Household Type					
Elderly	15%	25%	8%	7%	6%
Small Family	44%	46%	57%	44%	39%
Large Family	27%	9%	20%	38%	49%
Other	13%	20%	14%	10%	6%

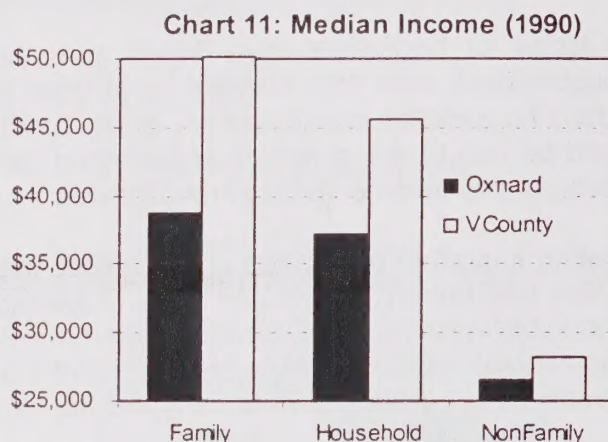
Source: U.S. Census, 1990; Comprehensive Housing Affordability Strategy, 1990.

Notes: *Totals includes all other race/ethnic groups not shown

2. Household Income

Household income is the most important factor affecting housing opportunity, determining a family's ability to balance housing costs with other needs. Household income levels vary by tenure, household type, and race-ethnicity. Moreover, income levels also determine the range of housing opportunities that can be afforded in Oxnard.

Chart 11 compares the median income of households in Oxnard and Ventura County according to the 1990 Census. Oxnard households earned a median income of \$37,174 compared to \$45,612 for the County. The difference is pronounced for family households, where Oxnard families earned \$38,700 versus \$50,100 in Ventura County. The gap lessens for non-family households, who by far earn the lowest level of income than any other household type.



In analyzing a community's income distribution, the State Department of Housing and Community Development (HCD) classifies households into different categories based upon income, tenure, and household size. Income categories are calculated as a percentage of the County median family income (MFI) as follows:

- Very Low: Earned up to 50% of the County MFI
- Low: Earned 51% to 80% of the County MFI
- Moderate: Earned 81% to 120% of the County MFI
- Upper: Earned above 120% of the County MFI

Chart 12 details the income distribution among Oxnard renters and homeowners. Renters generally earn less income than homeowners, and thus have twice the proportion of low-income households than do homeowners. Moderate-income households are found in the same proportion of renter and homeowner households. Lastly, homeowners have more than twice the proportion of upper-income households.

Chart 12: Household Income Profile

Income Group	Percent of County MFI	Total Households	Renter Households	Owner Households
Very Low	00 - 50%	26%	37%	17%
Low	51 - 80%	17%	20%	14%
Moderate	81-120%	25%	25%	25%
Upper	Over 120%	32%	17%	44%
Total		100%	100%	100%

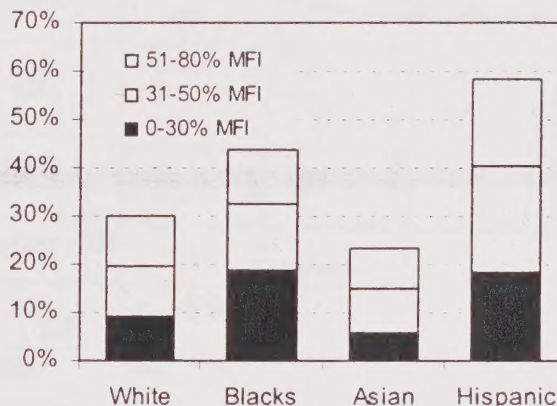
Source: Comprehensive Housing Affordability Strategy, 1990.

Income by Household Type

Although aggregate data on income levels is useful for comparing communities, household income can significantly vary by household type, size, and race-ethnicity. Because lower income households are the most vulnerable segment of the population and have a higher prevalence of overcrowding, overpayment, and other housing needs, it is important to identify the types of households earning very low and low income.

Chart 13 shows the proportion of each race-ethnic group that earn extremely low, very low, and low income. Each category is defined by its relationship to the County median family income (MFI). Whites and Asians have the lowest proportion of lower income households ranging from 23% to 30% respectively. African-Americans and Hispanics have a significantly higher proportion of lower income households. Thus, the latter two race-ethnic groups are significantly more at-risk of overpayment and overcrowding.

Chart 13: Income by Ethnicity



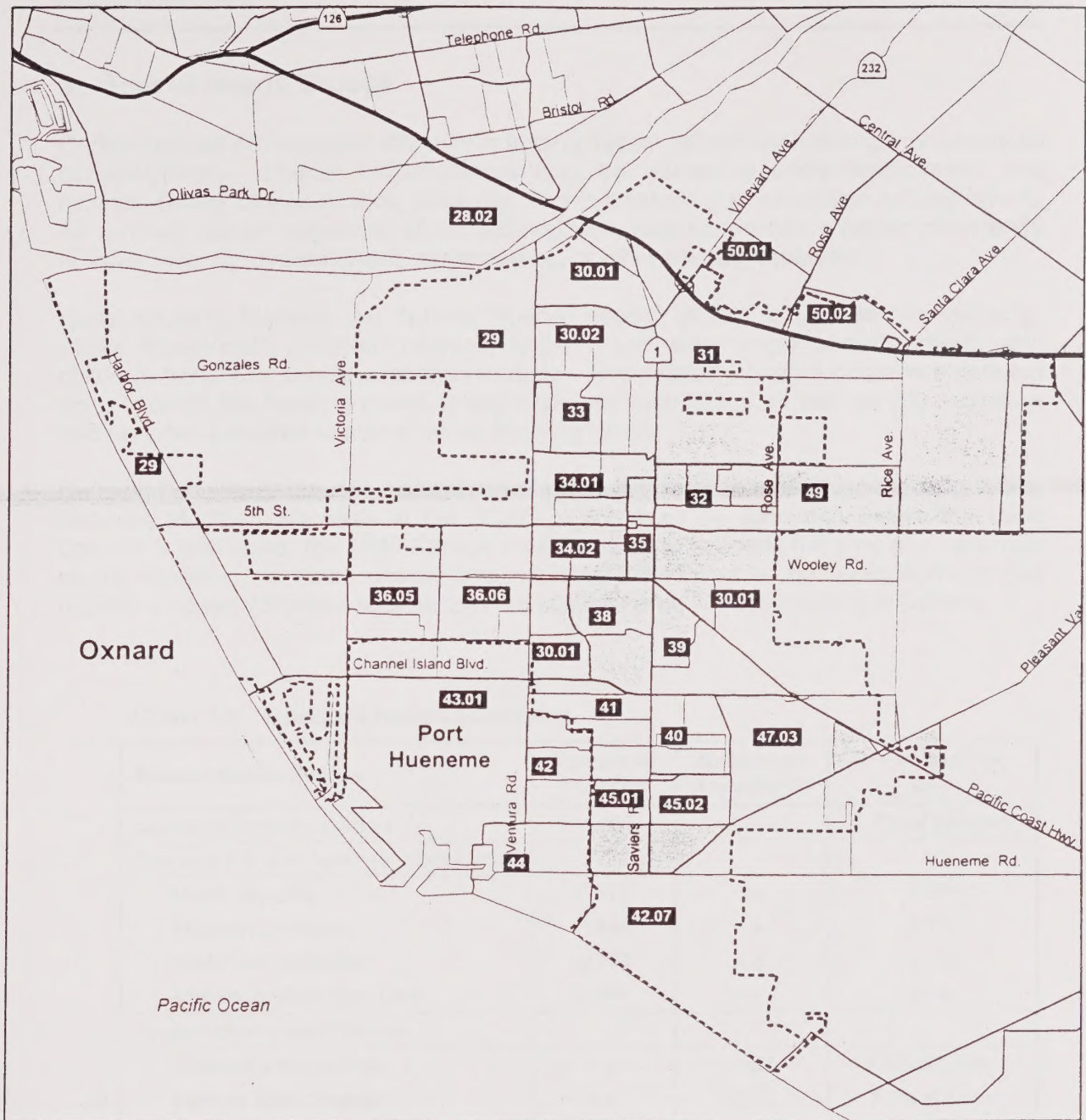
Household income also varies considerably by community. Figure 3 illustrates the greatest concentrations of lower income households, defined as communities where there is a majority of households earning lower income. The Northeast, Del Norte, and Central residential communities contain the highest proportion of low income concentrations and also have the greatest concentration of minority households.

Income is also highly correlated with age, size and other household characteristics. Chart 14 details the proportion of households that are earning extremely low, very low and low income. As shown below, approximately 57% of senior households earn low income, presumably due to their fixed income. Approximately 50% of large households also earned low-income – suprisingly high given the likelihood of dual wage earners.

Chart 14: Income by Household Type

Household Type	Extremely Low Income	Very Low Income	Low Income	Total Lower Income
Definition	0-30% MFI	31-50% MFI	51-80% MFI	0-80% MFI
Seniors (62 and over)	22%	21%	13%	57%
Small Related (2-4)	10%	12%	11%	34%
Large Related (5+)	13%	19%	17%	50%
All Other Households	11%	11%	12%	33%
All Households	13%	15%	13%	41%

Source: Comprehensive Housing Affordability Strategy, 1990.



..... Oxnard City Boundary

— Census Tract Boundary

42.07 Census Tract Number



Lower Income Areas
(Defined as block groups with
over 50% lower income households)



Figure 3
Lower Income Areas

3. Special Needs Groups

Certain groups have greater difficulty in finding decent, affordable housing due to special circumstances. Special circumstances may be related to one's employment and income, family characteristics, disability, and household characteristics among others. As a result, certain segments of Oxnard residents may experience a higher prevalence of lower income, overpayment, overcrowding, or other housing problems.

State Housing Element law defines "special needs" groups to include the following: senior households, disabled persons, larger households, single parent families with children, homeless people, and farm-workers. This section therefore contains a detailed discussion of the housing needs facing each particular group as well as city programs and services available to address their housing needs.

Defining housing issues of a special needs group is clearer than defining the magnitude. Because Housing Elements in the SCAG region must be submitted before the 2000 Census is published, the 1990 Census must be used to estimate the size of a particular group. However, in some cases, population estimates can be gathered from service providers. Chart 15 below summarizes the special needs groups residing in Oxnard.

Chart 15: Specials Needs Summary

Special Needs Groups	Number of Persons	Number of Households	Percentage of City
Seniors (65 years or older) ⁽¹⁾	11,003	6,211	7.7% of persons
Disabled (16 yrs+ Noninstitutionalized)			
Work Disability	6,820	n.a.	7.5%
Mobility Limitation	3,448	n.a.	3.4%
Self-Care Limitation	4,093	n.a.	4.1%
Mobility or Self Care Limit	6,061	n.a.	6.0%
Single Parents with Children			
Mothers with Children	n.a.	3,526	9.0% of hhlds.
Fathers with Children	n.a.	1,312	3.3% of hhlds
Subfamilies Doubled Up	n.a.	2,301	5.9% of hhlds
College Students ⁽²⁾	9,249	n.a.	6.5% of persons
Large Households (5+ persons)	n.a.	10,557	27% of hhlds.
Homeless Persons ⁽³⁾	659	n.a.	<1% of persons
Farmworkers ⁽⁴⁾	6,900-11,400 persons		15% of labor force

Source: U.S. Census, 1990 unless indicated otherwise.

1. Elderly definition of 65 years and older differs from the Consolidated Plan.
2. Refers to the number of persons residing in Oxnard who are attending college.
3. Homeless persons estimated from a four month shelter survey.
4. 1990 Census and Employment Development Department

Senior Citizens.

Senior citizens are considered a special needs group, because limited income, health costs, and disabilities may make suitable housing more difficult to afford. For Housing Element purposes, seniors are defined as 65 years or older. The City of Oxnard was home to 11,003 seniors or 6,211 households as of the 1990 Census. Of that total; however, 4,671 of senior households own homes, and 1,540 rent homes.

Population trends at the national and state level show that seniors are increasing. Oxnard mirrors these trends, with the number of seniors increasing 50 percent since 1980 and with seniors appearing to increase in number by the Year 2000 Census. Seniors are considered to have special housing needs due to the following:

- ✓ **Disabilities.** A significant portion of seniors (20%) have a self-care or mobility limitation, defined as a condition lasting over six months which makes it difficult to go outside the home alone or take care of one's personal needs.
- ✓ **Limited Income.** Because of their retired status and fixed income, about 57% of senior households earn lower income— placing a significant limitation on their ability to purchase other necessities of life, in particular medical care.
- ✓ **Overpayment.** Because of the limited supply of affordable housing, over 30% of senior households overpay for housing. The prevalence of overpayment depends on tenure: 22% of homeowners and 59% of renters are overpaying.

Various programs can assist senior needs, including, but not limited to: congregate care, shared housing, rental subsidies, and housing rehabilitation assistance. For the frail elderly, or those with disabilities, housing with architectural design features that accommodate disabilities can help ensure continued independent living. Elderly with mobility/self care limitations also benefit from transportation alternatives. Senior housing with supportive services can also be provided to allow independent living.

Oxnard offers a number of housing services for seniors. Of the 780 units of public housing, 150 units are restricted for elderly or disabled persons. The Oxnard Housing Authority also maintains approximately 1,500 Section 8 certificates and vouchers, of which 20% are utilized by seniors. In addition to providing rental assistance, the City also offers low interest loans and grants to repair and rehabilitate mobile home units, of which a large portion are occupied by senior households.

Oxnard offers various services to help seniors continue to live independently. Wellness clinics are offered from the Wilson, South Oxnard, and Colonia senior centers. South Coast Area Transit offers door-to-door transit service. The Ventura County Senior Nutrition Program provides senior hot meals. The City Council has also appointed a Commission on Aging, which is charged with advising the City Council on issues affecting the welfare of senior citizens.

Disabled Persons.

Disabled persons have special housing needs because of their fixed income, lack of housing which is accessible and affordable, and higher health costs. Oxnard is home to people with disabilities that prevent them from working, restrict their mobility, or make it difficult to care for themselves. An additional segment of residents suffer from disabilities that require living in an institutional setting. Because of these conditions, disabled persons are considered to have special housing needs.

According to the 1990 Census, 3% of residents had a self-care limitation; 4% had a mobility limitation. Current information is available from different governmental agencies. According to records kept by service agencies, 549 persons enrolled in the County's Adult Mental Health Programs, 1,138 developmentally-disabled persons are served by the TriCounties Regional Center, 865 blind persons receive MediCal, 751 disabled/elderly persons receive in-home services, and 91 persons have AIDS.

The living arrangement of disabled persons depends on the severity of the disability. Many persons live at home in an independent fashion or with other family members. To maintain independent living, disabled persons may need assistance. This can range from special housing design features for the disabled to income support for those not able to work, and in-home supportive services for persons with medical conditions, among others. Services can be provided by public or private agencies.

Oxnard assists many residents living with disabilities to live in independent settings through public housing, Section 8 assistance, other publicly-assisted complexes. For persons unable to live in a primarily or semi-independent setting, Oxnard complies with the Lanterman Developmental Disabilities Services Act by allowing licensed community care facilities by right in all residential zones. Oxnard has a total of 69 licensed community care facilities serving just over 900 persons (Chart 16).

Chart 16: Licensed Community Care Facilities

Type of Facility	Clientele and Services	Facilities	Capacity (in beds)
Small Family Home	Care for children who are on probation, or have developmental or mental disability.	--	--
Group Home	Specialized care for children referred by Children and Family Services, and Probation.	1	6
Adult Residential	Specialized care for persons ages 18-59 for developmental and/or mental disabilities.	46	333
Elderly Residential	Specialized care for elderly persons over age 60 such as nursing and convalescent homes.	17	303
Adult Day Care	Other facilities providing day care services for adults with various disabilities.	5	269
Total		69	911

Source: State Department of Social Services, 2000.

Single Parents.

Single parents often require special consideration and assistance as a result of their lower income, high costs of childcare, and the need for affordable housing. According to the 1990 Census, Oxnard was home to 4,838 single parents with dependent children under age 18 and 2,300 single parent subfamilies living with other families. Single parents with children typically have the following needs.

- ✓ **Limited Income.** Single parents with children, in particular female headed families, earn significantly lower incomes. According to the 1990 Census, the poverty rate among female-headed families was 33% for families with children under age 18 and over 40% for those with children under age 5.
- ✓ **Childcare Costs.** Single working parents with children must pay a substantial portion of their income for child-care. According to the Census Bureau, single parents spend 12% of their income on preschool childcare; those earning less than \$15,000 spend up to 25% of their income.
- ✓ **Housing Shortage.** There is a significant shortage of adequately sized affordable housing for single parents with children. Although no statistics are available, it is reasonable to assume that single parents pay a larger share of their income for housing and therefore have higher overpayment rates.

The City provides housing assistance to female-headed families with children. Currently, 337 female-headed families with children are living in public housing. Another 2,300 female-headed families are living with other families in their homes. Still, the need for adequate and affordable housing far exceeds the supply of housing that is affordable and available for many single parent families with children.

College Students.

College students can significantly impact the rental housing market. Apartments near colleges may experience lower vacancy rates. At the same time, apartments may also experience higher mobility and turnover due to the cyclical school year. Because of this, apartment owners can charge higher rents. Thus although students represent a temporary housing need, they can impact the overall rental market.

Students have special housing needs due to limited income and financial resources. Many students attending part-time in community colleges work full-time employment, while full time students often work less. As a result, it is not uncommon for students to earn lower income and pay over half their annual income for housing. Because of this cost burden, students may double-up to save income for basic needs.

Oxnard has 9,249 persons who are attending college, many of whom are attending Oxnard Community College (enrollment of 7,600) or Ventura campuses of California State University of Northridge and the University of California at Santa Barbara. In keeping with the intent of the community college system to serve local needs, however, the majority of students are part-time, many of who are living with parents. University-based housing needs are largely restricted to the City of Ventura.

Large Households.

The Federal Government defines large households as having five or more members. Large households are considered a special needs groups in most communities because they have a higher prevalence of lower income households. Coupled with the lack of affordable and adequately sized housing in many communities, large households experience a greater prevalence of overcrowding and overpayment.

The 1990 Census reported that Oxnard had over 10,557 large households – which is 27% of all households. Of the eleven jurisdictions in Ventura County, Oxnard has the highest proportion of large households – over twice the prevalence of other jurisdictions. Some of the major indicators of housing need are as follows:

- ✓ **Limited Income.** Approximately 50% of large families in Oxnard earned low incomes as of the 1990 Census. Of that total, 67% of renters and 31% of owners earned low income. Because the majority of large families earn low income, they have limited income available for housing and other necessities.
- ✓ **Housing Shortage.** According to the 1990 Census, Oxnard had 6,000 large homes with four or more bedrooms that could accommodate their 5,300 large owner households. However, only 1,500 large apartments with three or more bedrooms were available to accommodate 5,200 large renter families.
- ✓ **Housing Problems.** Because of a shortage of affordable ownership housing that is suitable for large families, 31% of homeowners overpaid for housing and 55% lived in overcrowded conditions in 1990. Among large renter households, 43% overpaid and 80% lived in overcrowded housing.

Minority households have the majority of larger households: approximately 9% of White households, 20% of African American households, 38% of Asian households, and 49% of Hispanic households have five or more members. Much of this is due to family structure, the presence of extended families, and income levels. Therefore, effectively addressing the housing needs for larger households is complex.

As shown above, one of the greatest housing shortages is in large rental units. Most communities have a great shortage of rental units with three or more bedrooms that can adequately accommodate larger households without overcrowding. To address the issue, communities can provide incentives for developers to build larger apartments with three or more bedrooms that can accommodate larger households or by providing incentives for affordable ownership housing suited for large families.

Although Oxnard's median home price is more affordable than most Ventura County cities, the median income level of residents is also low – making otherwise affordable housing less affordable. In response, the City can continue to require, through their inclusionary ordinance, that an equal proportion of units be set-aside as affordable. In addition, the City can continue their policy of providing financial and regulatory incentives for affordable ownership housing noted in the program section.

Homelessness.

The size, diversity, and geographic location of a major population center have made the Oxnard home to a sizable homeless population. Estimates range widely. According to the 1990 Census, Oxnard had 339 homeless persons during a one-night survey, albeit the Census Bureau acknowledged the count was inaccurate. In 1999, a four-month survey of two emergency shelters during the winter months reported an unduplicated count of 659 persons, with a maximum of 100 persons from Oxnard for one night.

To obtain a better understanding of the composition and service needs of homeless persons, the Ventura County Homeless and Housing Coalition conducted a survey in February 2000. Statistics confirmed the following:

- **This is an aging, nontransient population:**
 - 49% were Caucasian, 35% Latino, 9% African American
 - 63% are over 40 years of age and 25% are over 50
 - 35% have been homeless two years or longer
 - 54% consider Oxnard as their home
- **Service needs are reflected in the following:**
 - 40% self-identified drugs or alcohol as a problem
 - 34% were on probation or parole during the last 12 months
 - 41% needed emergency room services in the past year
 - 15% were working at least part-time

The City of Oxnard has developed a comprehensive strategy for addressing the needs of homeless persons which is modeled after HUD's continuum of care system of residential and supportive services. The City provides funding for homeless service providers through the Emergency Shelter Grants Program (ESGP), the community Development Block Grant Program, and the Continuum of Care Supportive Housing Program (SHP). Oxnard provides the following levels of service to the homeless:

Intake and Assessment. Oxnard has 18 outreach points in the continuum of care. These include shelters, health service organizations, local nonprofit organizations, City agencies, and mobile outreach. Most of the intake assessment centers are located in downtown Oxnard, within a radius of less than one mile. The intake and assessment centers are conveniently located within walking distance to downtown Oxnard and the overnight shelter for men at the Ventura County Rescue Mission.

Emergency Shelter. The Rescue Mission and Turning Point Foundation's "Our Place" in Ventura for the mentally ill are the only year-round emergency shelters for adults in the County, while the Salvation Army has operated a winter warming shelter in recent years. Interface Children Family Service also provides shelter for homeless children and youth on a countywide basis. Oxnard also has facilities that provide shelter for victims of domestic violence. Moreover, the Commission on Human Concerns, Catholic Charities, Salvation Army, St. John's Health Ministries, and Ventura County provide vouchers that can be used at local hotels and motels.

Transitional Housing. Transitional housing and supportive services are an important component in moving homeless persons into the mainstream of society. Transitional facilities include Operation WORK, RAIN Project, Rainbow Recovery Center, Project Understanding's Transition House, Salvation Army, Wooley House, Lighthouse Women and Children's Shelter, and Prototype's/Women's Center. A range of supportive services are provided by the following agencies: Commission on Human Concerns, the Ventura County Rescue Mission, AIDS Project Ventura, Catholic Charities, Ventura County Human Services Agency, the Salvation Army, St. John's Health Ministries, Messiah Discipleship House, and other agencies.

Permanent Supportive Housing: The last component of Oxnard's Continuum of Care program is permanent supportive housing for the homeless. HUD has approved funding for one permanent supportive housing project which would house severely mentally ill persons (Turning Point Foundation) and additional housing is provided through Ventura County Mental Health. Upon re-entry into the community, formerly homeless people have access to affordable permanent housing through public housing, publicly-assisted units, and older homes throughout the community. Oxnard has some of the most affordable housing opportunities in the County.

The City's 2000 Continuum of Care provides an estimate of the amount of unmet needs for the homeless population as summarized below in Chart 17. Although the City provides the most extensive shelter system in the County, the following chart shows that housing needs still exist. For additional specifics of the homeless program, please refer to the City's 2000 Continuum of Care Program.

Chart 17: Homeless Needs Assessment

Shelters and Clients	Housing Needs		
	Persons	Beds	Unmet Needs
Emergency Shelter	418	73 ⁽¹⁾	345
Transitional Housing	847	163 ⁽²⁾	684
Permanent Supportive Housing	240	29	211
<u>Subpopulations:</u>	<u>Persons</u>	<u>Service Slots</u>	
Chronic Substance Abuse	516	148	368
Seriously Mentally Ill	171	49	122
Dually Diagnosed	199	92	107
Veterans	121	61	60
Persons with HIV/AIDS	49	36	13
Domestic Violence	325	147	178
Youth	45	17	28
Physically Disabled	115	62	53

Source: 2000 Continuum of Care. Subpopulations are not mutually exclusive

1. Does not include winter shelter beds
2. Does not include substance abuse treatment beds.

Farm Labor.

Agricultural employment accounted for an annual average of 17,300 jobs or 6.6% of Ventura County's employment base in 1997 according to the Employment Development Department. In terms of total harvested acres annually, the agribusiness in Ventura County produces a significant crop of vegetables (primarily celery, lettuce, and broccoli). Other crops harvested include lemons, avocados, oranges, and strawberries. The total value of agricultural crops harvested in Ventura County exceeds \$900 million annually.

The farm labor for the agriculture business consists of permanent and seasonal workers. Permanent farm laborers work in the fields, processing plants, or support activities on a generally year-round basis. When workload increases during harvest periods, the labor force is supplemented by seasonal labor, often supplied by a labor contractor. Farms may also hire seasonal migrant workers (defined as workers whose daily travel prevents them from returning to their primary residence every evening).

Estimating the magnitude of farm labor is problematic. For instance, the government agencies that track farm labor do not consistently define farm labor (e.g., field workers versus processing plant workers), length of employment (e.g., permanent or seasonal), nor place of work (e.g., location of the business or field). The 18 licensed farm labor contractors in Oxnard may report their place of employment as Oxnard, yet dispatch laborers to the unincorporated greenbelts or even out of Ventura County.

According to the 1990 U.S. Census, approximately 6,900 farm workers live in Oxnard; however, the Employment Development Department states that farm labor increases to 11,400 during peak season. A portion of the seasonal labor is also migrant. The actual number of migrant workers ranges widely, but is typically 10% of all farm labor according to the National Agricultural Statistical Services or 25% of all seasonal labor according to EDD. Therefore, migrant farm workers are estimated to range from 1,125 – 1,150.

Chart 18: Farm Worker Estimates

	1997 Census of Agriculture	U.S. Census 1990	1997 EDD
Ventura County			
Total Employment	22,561	n.a.	21,700
Permanent Labor	9,781	11,193	13,000
Seasonal Labor	12,780	n.a.	8,700
City of Oxnard			
Total Employment	n.a.	n.a.	11,400
Permanent Labor	n.a.	6,269	6,900
Seasonal Labor	n.a.	n.a.	4,500

Source: Census of Agriculture, 1997; U.S. Census 1990; EDD 1997.

Farm workers are considered by the State to have special housing needs. No local surveys are available which document the specific housing needs of farm labor. However, statewide and regional surveys provide an insight into the demographics and housing needs facing farm workers. Some of the more relevant findings are as follows:

- ✓ **Residency:** Unlike many communities; however, the citrus and vegetable labors in Ventura County tend to be settled in the community and find work there through much of the year (EDD, Agricultural Studies 92-2).
- ✓ **Limited Income.** Farm workers typically earn very low-income. California farm workers have the lowest family income of any occupation; earning \$17,700, with a median of \$9,828 per person (Census Bureau; 1997).
- ✓ **Housing Problems.** Because of limited income, farm workers often have limited housing choices. No local surveys have been taken of farm worker housing, although statewide surveys suggest that overcrowding is prevalent.
- ✓ **Substandard Conditions.** Field surveys appear to show that a higher prevalence of farm workers occupy substandard motels, illegal garage units or sheds, or other housing that is less suitable for occupancy.

The housing needs of permanent farm workers in Oxnard is currently addressed through the City's existing market rate and affordable housing stock. Oxnard is widely regarded as having some of the most affordable housing stock throughout the County of Ventura. In addition to the City's generally more affordable housing, farm workers and other persons earning very-low income have access to public housing, Section 8 vouchers, and government-assisted affordable housing discussed in Section E of this chapter.

With respect to migrant labor, the Oxnard Zoning Code permits the siting of permanent group housing facilities for 100 or more agricultural workers in the M-2 Zone and housing for farm workers and families employed and working on the premises in the C-R Zone. Based on quoted weekly rents of \$70-\$75, the federal 30% cost burden standard, and 40-hour work week, this housing is affordable to persons earning \$5.83-\$6.25 per hour. This analysis does not include that three meals are also included in the weekly rent.

Chart 19: Farm Labor Housing (Revised)

Name/ Location	Type of Housing	Quoted Rents	Units or /Beds
381 Hueneme Road	P	Pending Construction	54 units
Cypress Trailer Park	P	unknown	54 trailers
Public Housing	P	Affordable to Very Low Income	142 units
Pacific Labor Service	M	\$76/week, (includes meals)	40 beds
635 Meta Street	M	Unknown	30 beds
1700 E. 5 th Street	M	\$70/week (includes meals)	300 + beds

Notation: P = Permanent Housing; M= Migrant Housing

C. Housing Stock Characteristics

This section of the Housing Element addresses various housing characteristics and conditions that affect the well-being of the residents of Oxnard. Housing factors evaluated in this section include the following: housing stock characteristics, tenure and vacancy rates, housing age and condition, housing costs and affordability among others.

1. Housing Stock

According to the 1990 Census, Oxnard had 41,247 housing units. Since the Census was taken, building activity has increased at a moderate pace, increasing 8% to a total inventory of 44,704 homes as of January 2000 according to the Department of Finance. Chart 20 details these changes in the housing stock. Over the 1990s, multi-family construction outpaced all housing types – increasing by 12%. Single-family housing also increased at 9%, the bulk being in detached homes.

Chart 20: Housing Stock Growth

Unit Type	1990	2000	Percent Change
Single Family	25,374	27,717	9%
Detached	21,712	23,889	10%
Attached	3,662	3,828	5%
Multifamily	12,418	13,869	12%
1-4 Units	3,856	4,103	6%
5 or more	8,562	9,766	14%
Mobilehomes	<u>3,455⁽¹⁾</u>	<u>3,118</u>	<u>-10%</u>
Total Units	41,247	44,704	8%*

Source: U.S. Census, 1990. DOF, 2000.

1. Also Includes trailer, campers, tents and others

* Average

Each residential community is distinguished by its different housing inventory. As shown in Chart 21, the Northeast, South Central, Central and Southwest communities have the greatest concentration of single-family homes. Del Norte has the highest concentration of multi-family units, while the Northeast and Southeast have the lowest concentration. Mobile homes and other units are concentrated in Del Norte and Southeast.

Chart 21: Housing Type by Community

No.	Community	Housing Units	Single-Family	Multi-family Housing	Mobilehomes and Others
#1	Northwest	8,508	56%	38%	6%
#2	Del Norte	548	20%	53%	27%
#3	Northeast	3,454	77%	20%	3%
#4	Southeast	5,651	54%	17%	29%
#5	South Central	7,126	63%	31%	6%
#6	Central	7,599	63%	35%	2%
#7	Southwest	8,361	66%	28%	5%
Total		41,247	62%*	30%*	8%*

Source: U.S. Census, 1990.

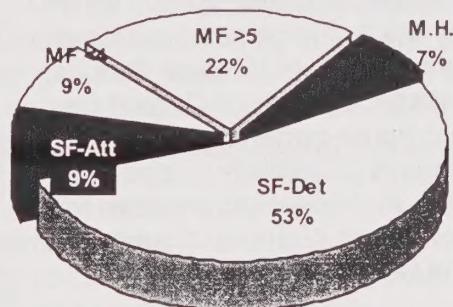
* Average

2. Housing Stock Characteristics

A certain level of diversity in the City's housing stock is an important factor in ensuring adequate housing opportunity for all economic groups of Oxnard residents. A more diverse housing stock helps to ensure that all households, regardless of their income level, age group, and family size, have the opportunity to find housing opportunities that are best suited to their lifestyle needs.

Chart 22 details the types of single and multifamily housing in Oxnard according to 2000 estimates prepared by the Department of Finance. The largest proportion of the housing stock is single family detached homes (53%). Multifamily buildings with more than five units comprise an estimated 21%. Small multifamily housing and single family attached homes comprise approximately 18%. Of particular note, Oxnard also had a sizable number of mobile homes, comprising 7% of the housing stock.

Chart 22: Housing Types



In assessing the housing stock, there is an estimated 1,400 multifamily units with three or more bedrooms that could reasonably accommodate large households without overcrowding (Chart 23). In contrast, there are over 5,300 large renter families earning lower income. The shortage in supply could contribute to an 80% overcrowding rate. Although there is an ample supply of larger ownership housing, the price may not be affordable for lower income families given that 50%+ of households live in overcrowded. The special needs section of the Element provides a more detailed analysis.

Chart 23: Housing Type by Size

	Percentage of Homes by Bedrooms ¹			
	Total	0-1	Two	Three
Total	44,704	23%	31%	46%
Single Family	27,717	9%	23%	68%
Attached	23,889	8%	18%	74%
Detached	3,828	13%	47%	40%
Multifamily	13,869	49%	41%	10%
2-4 units	4,103	28%	57%	15%
5+units	9,766	59%	34%	7%
Mobilehomes	3,118	36%	55%	9%

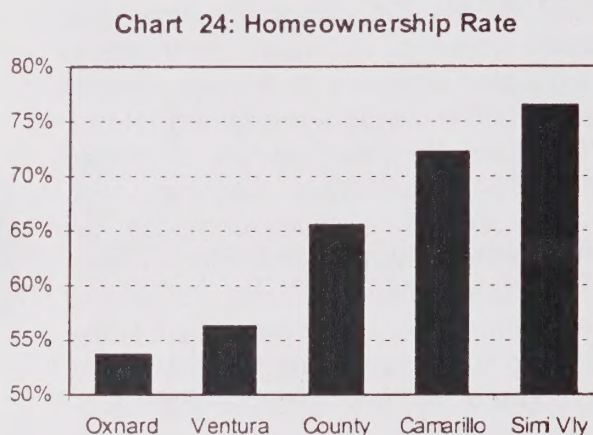
Source:

1. Public Use Microdata Sample, 1990.

3. Housing Tenure

Housing tenure refers to whether the housing unit is rented, owned or vacant. Tenure is an important indicator of well-being in a community, because it reflects the relative cost of housing opportunities and the ability of residents to afford housing. Vacancies are also important housing market indicator in that the vacancy rate influences the cost of housing and reflects the match between the demand for and availability of housing.

The homeownership rate among Oxnard's residents remained stable at 54% between 1980 and 1990. Chart 24 shows the home-ownership rate of larger communities in Ventura County. In comparison, the City of Oxnard has the lowest home-ownership rate. This difference is partially due to differences in household income for cities throughout Ventura County as well as the type of housing available.



A certain number of vacant units are needed to moderate the cost of housing, allow for sufficient choices for residents, and provide incentive for unit upkeep and repair. SCAG considers that a vacancy rate of 1.5- 2% for homes and 5-6% for rentals is optimal. In 1990, Oxnard had a vacancy rate of 1.6% for ownership units and 3.9% for rental units. Vacancy data for 2000 is not available at this time; however, rising housing prices and rents in the past few years suggests that vacancy levels are declining.

Chart 25 below summarizes homeownership rates, renter rates, and the percentage of units that are vacant for each residential community in Oxnard. Homeownership rates range widely from a low of 30% in the Del Norte community to a high of 69% in the Southeast community. Vacancy rates average 2.8% citywide, but also vary considerably, ranging from a low of 1% in the Northeast to 11% in the Southwest.

Chart 25: Homeownership by Community

No.	Community	Housing Units	Percent Owners	Percent Renters	Vacancy Rate
#1	Northwest	8,508	55%	45%	6%
#2	Del Norte	548	30%	70%	4%
#3	Northeast	3,454	48%	52%	1%
#4	Southeast	5,651	69%	31%	2%
#5	South Central	7,126	52%	48%	3%
#6	Central	7,599	44%	56%	2%
#7	Southwest	8,361	57%	43%	11%
Total		41,247	54%*	46%*	2.8%*

Source: U.S. Census, 1990.

* Average

4. Housing Age and Condition

Housing age is an important indicator of housing condition within a community. Like any other tangible asset, housing is subject to a gradual deterioration over time. If not mitigated, housing deterioration can depress neighboring property values, discourage reinvestment, and eventually impact the quality of life of a neighborhood. Therefore, maintaining the quality of housing is an important goal for the City of Oxnard.

Oxnard's housing stock is slightly older than most communities in Ventura County with 1969 being the median year that a home was built versus 1971 Countywide. Oxnard's housing stock has the following age distribution: 46% of the homes are generally newer and less than 30 years old; 46% of the homes are between 30 to 50 years old; and 8% are older than 50 years old. The latter category generally requires the highest level of maintenance and rehabilitation to maintain the usefulness and quality of the home.

Federal regulations provide a narrow definition of "substandard" housing as units without complete plumbing, complete kitchens, or vented heaters. In Oxnard, 274 units are without a kitchen, 256 units have incomplete plumbing, and 642 units have no heating. The Census is considered to be a conservative estimate, because it does not include structural defects nor does it count illegal units, such as garage conversions.

Oxnard's code enforcement program is designed to maintain neighborhood quality. The program is neighborhood-based in that code enforcement officials coordinate their efforts with neighborhood advisory groups to address issues in each neighborhood. Code enforcement officers are assigned to one of four enforcement districts in Oxnard. One area of concern is the prevalence of illegal garage conversions, which contributes to problems of traffic congestion, parking shortage, and overcrowding of units.

Chart 26 below details the age of housing in each residential community as well as indicators of substandard housing according to the 1990 Census.

Chart 26: Housing Age and Condition

No.	Community	Less than 30 years	30 to 50 years	Over 50 years	Lack Complete Kitchen	Lack Complete Plumbing
#1	Northwest	57%	39%	4%	0.4%	0.3%
#2	Del Norte	63%	30%	7%	5.0%	0.0%
#3	Northeast	14%	70%	16%	0.4%	0.6%
#4	Southeast	58%	40%	2%	0.5%	0.4%
#5	South Central	34%	61%	5%	0.2%	0.4%
#6	Central	25%	53%	22%	1.7%	1.2%
#7	Southwest	71%	28%	1%	0.4%	0.8%
Average		47%	46%	7%	0.7%	0.6%

Source: U.S. Census, 1990.

5. Housing Prices and Affordability

Housing costs are influenced by the extent that adequate housing is available. For instance, if housing costs are high in comparison to the income levels of residents, a community will experience higher levels of overpayment and overcrowding. This section summarizes housing costs for rental and owner-occupied housing in Oxnard.

Home Prices.

To obtain the median price of homes, property tax records were researched on over 1,800 home sales during 1999. The median home sales price in Oxnard was \$183,000 and the median condominium sales price was \$143,000. City property tax records were also evaluated by the size of the housing unit and location to detect important variations. Chart 27 below summarizes the range and median sales price of homes in 1999.

Single-family homes ranged from a median price of \$155,000 for a two-bedroom unit to \$270,000 for a large single family home with five or more bedrooms. The vast majority of single family home purchases were three or more bedrooms. Smaller condominiums and townhomes comprised a significant portion of the for-sale units – providing a supply of more affordable homeownership opportunities. Median prices ranged from \$94,000 for a one-bedroom unit to \$196,000 for a four-bedroom unit.

The median price of homes varies throughout Oxnard. Single family homes cost approximately \$225,000 in the Southwest and Northwest communities, and range from approximately \$150,000-175,000 in the other five residential areas. With respect to condominiums, the median price is significantly lower in the South Central and Southeast communities and the highest in the Northeast and Southwest communities.

Chart 27: Oxnard Home Sales

Type by Bedrooms	Homes Sold	Average	Median	Range
Single-Family				
1	9	\$302,000	---	\$110,000-\$459,000
2	135	\$193,000	\$155,000	\$86,000-\$700,000
3	684	\$200,000	\$175,000	\$41,000 - \$825,000
4	483	\$210,000	\$198,000	\$50,000-\$545,000
5	49	\$285,000	\$270,000	\$130,000-\$705,000
Condominiums/ Townhomes				
1	23	\$101,000	\$94,000	\$70,000-\$186,000
2	263	\$156,000	\$133,000	\$53,000-\$435,000
3	168	\$210,000	\$160,250	\$75,000-\$685,000
4	11	\$321,000	\$196,000	\$160,000-\$725,000

Source: Dataquick, 1999.

Apartment Rents.

Information on rent levels was compiled from two sources. Real Facts conducts surveys of larger investment-grade "A" apartments throughout Ventura County. However, to supplement this data and show how rents vary within Oxnard, the City's Housing Authority conducted a more specific survey of apartments, condominiums, and homes of generally smaller sizes, which are more typical of Oxnard.

According to the Ventura County Analysis of Impediments to Fair Housing Choice, Ventura County as a whole is one of the more expensive housing markets, with an average rent of \$972 countywide. There are significant differences in rents for cities in the western and eastern portion of the County. Rental rates range from the mid to high \$800s in Port Hueneme, Oxnard, and Ventura, while increasing to \$950-\$1050 in the eastern County areas of Camarillo, Simi Valley, and Moorpark.

According to the City's Housing Authority, apartment rents range significantly depending on size and location of the apartment (see Chart 28). For instance, rents range from an average of \$589 for a studio to \$785 for a one-bedroom unit, to \$816 for a 2-bedroom unit, and up to \$906 for a 3-bedroom unit. Most of the rentals are either one or two bedroom units. Condominiums, homes, and other arrangements generally run slightly higher, depending upon the location of the unit.

Important to note is the fact that very few three-bedroom apartments are available. A comprehensive survey of 150 listings on Excite.com listed a very limited number of apartment complexes with three or more bedrooms. The small supply of larger apartment units is often linked with overcrowding among large renter families.

Chart 28: Apartment Rents

SubArea	Bdrm	Units	Price Range	Median
Apartments	0	9	\$475-\$800	\$550
	1	42	\$525-\$1,295	\$762
	2	42	\$625-\$1,520	\$800
	3	3	Insufficient sample	Est. \$950
All Others	1	7	\$525-\$800	\$700
	2	29	\$600-\$1,400	\$800
	3	30	\$700-\$1,550	\$1,175
	4	6	\$1,000-\$1,550	\$1,275

Source: Oxnard Housing Authority, 2000.

6. Housing Affordability

Housing affordability can be inferred by comparing the cost of renting or owning a home in Oxnard with the maximum amount that households of different income levels can pay. The threshold for affordability is that a household cannot spend more than 30% of its income for housing costs. Taken together, this data can provide an example of who can afford certain types of housing as well as who would be at-risk of overpayment.

The Department of Housing and Urban Development (HUD) conducts annual household income surveys for the Ventura County metropolitan area. These surveys are adjusted for differences among types and sizes of families. HUD then uses these household income levels to determine the maximum amount that a household could pay for housing (using the 30% guideline), and the household's eligibility for federal assistance.

Chart 29 below shows the annual income for very low, low, and moderate-income households by the size of family and the maximum affordable housing payment based on the federal standard of 30% of household income. Standard housing costs for utilities, taxes, and property insurance are also shown. From these income and housing cost figures, the maximum affordable home price and rent are determined.

Chart 29: Housing Affordability Matrix

Income Group	Income Levels		Housing Costs		*Maximum Affordable Price	
	Annual Income	Monthly Income	Utilities	Taxes & Insurance	Home	Rental
Very Low						
One Person	\$24,000	\$2,000	\$50	\$200	\$53,000	\$550
Small Family	\$30,850	\$2,570	\$100	\$200	\$71,000	\$671
Large Family	\$37,000	\$3,083	\$150	\$200	\$87,000	\$775
Low						
One Person	\$35,150	\$2,929	\$50	\$200	\$95,000	\$829
Small Family	\$45,200	\$3,766	\$100	\$200	\$126,000	\$1,029
Large Family	\$54,200	\$4,516	\$150	\$200	\$152,000	\$1,205
Moderate						
One Person	\$57,550	\$4,796	\$50	\$200	\$180,000	\$1,389
Small Family	\$74,000	\$6,166	\$100	\$200	\$235,000	\$1,750
Large Family	\$88,800	\$7,400	\$150	\$200	\$283,000	\$2,070

Notations: *It should be noted that the above are the maximum amount that could be paid by households in the top of the respective category consistent with the CHAS. Households in the lower end of each category are able to afford lower housing costs.

1. Small Family = 3 persons; Large family = 5 or more persons
2. Monthly affordable rent based upon payments of no more than 30% of household income
3. Property taxes and Insurance based on averages for the region.
4. Affordable home price is based on down payment of 10%, annual interest rate of 8.0%, a 30-year mortgage, and monthly payment of 30% of gross household income.

The previous chart showed the maximum amount that a household in a particular income range can pay for housing each month (e.g., rent, mortgage and utilities) without exceeding the 30% income-housing cost threshold for overpayment. This amount can be compared to current market prices for single-family homes, condominiums, and apartments to determine what types of housing opportunities a household can afford.

Very Low Income Households. Very low-income households in Oxnard earn 50% or less of the County median family income -- between \$24,000 and \$37,000 depending on the size of the family. As shown in Chart 30, the maximum affordable home price for a very low-income household ranges from \$53,000 to \$87,000. Because the median price of an existing home was priced at \$183,000 and a condominium was priced at \$143,000, very low-income households could probably not afford to purchase a home in Oxnard.

During 2000, the average apartment rents in the City of Oxnard were as follows: \$550 for a studio, \$762 for a 1-bedroom unit; \$800 for a 2-bedroom unit; and much higher for a 3-bedroom unit. After deductions are taken for utilities, however, a very low-income household can only afford to pay \$550 to \$775 in rent per month, depending upon the family's size. In practical terms, a small or large family could not afford an adequately sized apartment without some level of overpayment or overcrowding.

Low Income Households. Lower-income households in Oxnard earn 80% or less of the County's median family income -- between \$35,150 to \$54,200 depending upon the family's size. The maximum affordable home price for these families ranges from \$95,000 for a one-person household to \$152,000 for a large family with five persons. Based on the median homes sales prices of \$183,000 for a single family home, low-income residents could probably not afford a single-family home.

However, a family could consider purchasing a condominium. At a median price ranging from \$94,000 for a 1-bedroom unit and adding \$30,000 per bedroom to a total of \$160,250 for a three-bedroom unit, condominiums may be a more affordable option. However, given the recent hikes in the interest rates, a lower-income household would need to save sufficient income to support a sizable down payment and closing costs. In addition, condominium association fees would have to be taken into account.

Based upon the rent and utility levels mentioned earlier, a low income household could only afford to pay between \$829-\$1,205 in rent per month, depending upon family size. In practical terms, a one-person household and small family could afford an adequately sized apartment. A large family could afford an apartment, but would have difficulty finding one given the shortage of large apartment units. As a result, a large family would need to find a larger single family home, and this option might not be affordable.

Moderate-Income Households. Moderate households in Oxnard earn 80% to 120% of the County median family income -- between \$57,550 to \$88,800 annually depending on the size of the family. The maximum affordable home price for a moderate income household ranges from \$180,000 to \$283,000. Because the median price of an existing home ranged from \$155,000 to \$270,000 in 1999, moderate-income households could probably afford a single family home and condominium in most parts of Oxnard.

D. Regional Housing Needs

State law requires all regional councils of government, including the Southern California Association of Governments (SCAG), to determine the existing and projected housing need for its region (Government Code Section 65580 et. seq.). SCAG is also required to determine the share of need allocated to each city and county within the SCAG region. This is called the Regional Housing Needs Assessment (RHNA).

1. Existing Housing Needs

A continuing priority of communities is enhancing or maintaining their quality of life. A key measure of quality of life in a community is the extent of "housing problems." The Department of Housing and Urban Development and SCAG have developed an existing need statement that details the number of households, which are paying too much for housing or are living in overcrowded units. These are defined below:

- **Low Income:** refers to a household, which earns less than 80% of the regional median income, adjusted for household size. Depending on household size, income must fall below approximately \$41,000 annually.
- **Overcrowding:** refers to a housing unit which is occupied by more than one person per room, excluding kitchens, bathrooms, hallways, and porches, as defined by the Federal Government.
- **Overpayment:** refers to a household paying more than 30% of its gross income for rent (either mortgage or rent), including costs for utilities, property insurance, and real estate taxes as defined by the Federal Government.
- **Substandard Housing:** refers to a housing unit which has an incomplete kitchen, bathroom, or plumbing facilities. The issue of substandard housing was addressed earlier in this Housing Element.

Chart 30 below summarizes key indicators of existing housing needs of overcrowding and overpayment of households in Oxnard. Later charts present these issues in terms of household size, type, age, and income levels.

Chart 30: Housing Problems Summary

Family Type	Lower Income	Over-crowding	Overpayment
Total	41%	25%	37%
Seniors	57%	1%	30%
Small Families	34%	13%	38%
Large Families	50%	68%	37%
Others	33%	3%	44%

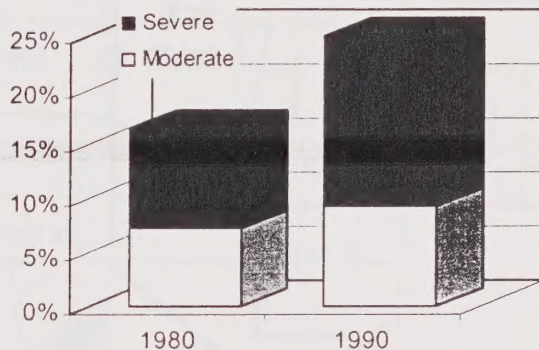
Source: Comprehensive Housing Affordability Strategy, 1990.

Overcrowding.

An important measure of quality of life is the extent of overcrowding in a community. Planning areas with high levels of overcrowding are often associated with a relatively higher level of noise, deterioration of homes, and a shortage of on-site parking. Therefore, maintaining a reasonable level of occupancy and alleviating overcrowded housing conditions is an important contributor to quality of life.

Overcrowding occurs when housing costs are so high relative to income that families double-up to save income to afford necessities of life. From 1980-1990, overcrowding among Oxnard households increased from 16% to 25%. The majority of growth in overcrowding occurred in severely overcrowded units. (Chart 31). In contrast, approximately 10.5% of households in Ventura County were overcrowded in 1990, of which 6% were homeowners and 19% were renters.

Chart 31: Overcrowding Rate



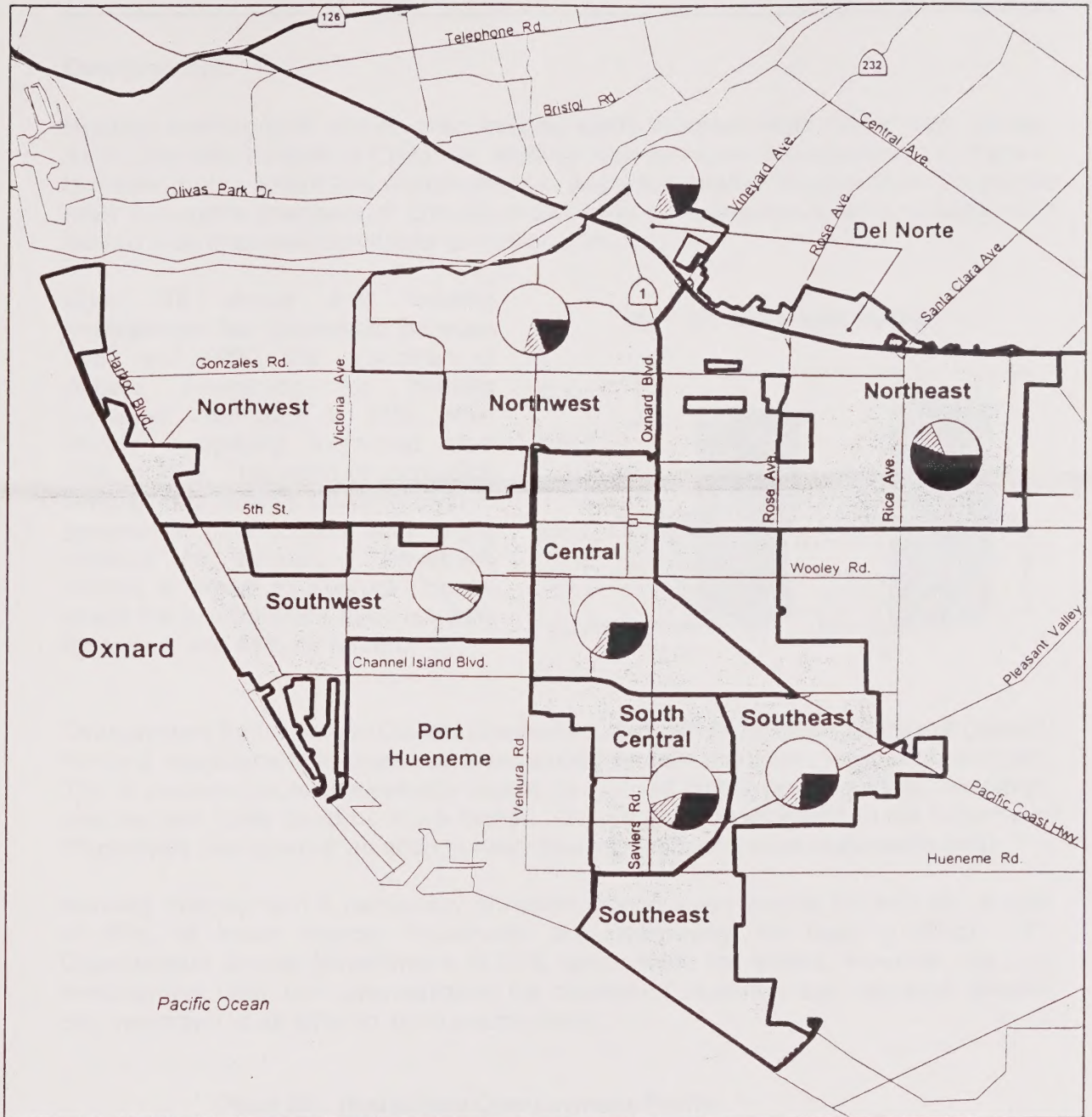
Overcrowding tends to be more concentrated in residential communities where there are a higher concentration of minorities, lower income households, and renter households. Figure 4 displays the prevalence of overcrowding in each residential community. In the Central, Northeast, and South Central communities, the prevalence of overcrowding ranges from 32% to 55% of all households. In contrast, the Northwest and Southwest communities have overcrowding rates of only 13% and 8% respectively

Overcrowding rates also vary significantly by income, type, and size of household. Lower income households have the highest overcrowding at 38% (Chart 32). Renter overcrowding is also high – more than double that of owners due to their lower incomes. Regardless of income level or tenure, overcrowding is concentrated in large families, where 80% of renters and 55% of homeowners live in overcrowded conditions.

Chart 32: Household Overcrowding Profile

Family Type	All Hhlds	Owner Hhlds	Renter Hhlds	Lower Income
Total	25%	16%	36%	38%
Elderly (older than age 62)	<1%	<1%	2%	1%
Small Families (2-4 persons)	13%	5%	24%	26%
Large Families (5 or more)	68%	55%	80%	84%
Others	3%	<1%	5%	6%

Source: Comprehensive Housing Affordability Strategy, 1990.



Community Boundary

City Boundary

Renter Overcrowded Units

- Not Overcrowded (less than 1 person per habitable room)
- Moderately Overcrowded (1.0 - 1.5 persons per habitable room)
- Severely Overcrowded (above 1.5 persons per habitable room)



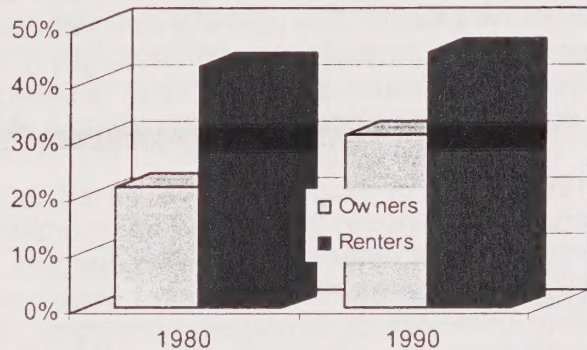
Figure 4
Renter Overcrowding

Overpayment.

Housing overpayment occurs when housing costs increase much faster than income. As in other communities in California, housing overpayment is not uncommon in Oxnard. However, to the extent that overpayment is disproportionately concentrated among the most vulnerable members of Oxnard, maintaining a reasonable level of housing cost burden is an important contributor to quality of life.

Chart 33 shows that housing overpayment has increased. Between 1980 and 1990, the proportion of owners overpaying for housing increased from 22% to 31%, while renters overpaying increased from 43% to 46%. This trend of increasing overpayment reflects slower growth in personal income coupled with strong demand for housing. However, Oxnard is similar to Ventura County, where the overpayment rate was 35% for owners and 48% for renters.

Chart 33: Overpayment Rate



Overpayment for housing in Oxnard is prevalent in all residential communities of Oxnard. Housing overpayment is more prevalent among renters and lower income households. This is because poorer households double up to avoid higher housing costs. However, overpayment rates could be much higher. Overpayment is mitigated to the extent that households overcrowd in an effort to keep housing costs at a more reasonable level.

Housing overpayment is particularly prevalent among lower income households. A total of 60% of lower income households are overpaying for housing (Chart 34). Overpayment among homeowners is 31% versus 46% for renters. However, housing overpayment rates can underestimate the amount of housing need, because families can overcrowd in an effort to avoid overpayment.

Chart 34: Household Overpayment Profile

Family Type	All	Owners	Renters	Lower Income
Total	37%	31%	46%	60%
Elderly	30%	22%	59%	44%
Small Families	38%	33%	46%	68%
Large Families	37%	31%	43%	56%
Others	44%	43%	44%	74%

Source: Comprehensive Housing Affordability Strategy, 1990.

2. Future Housing Need

Future housing need refers to the share of the region's housing need that has been allocated to a community. In brief, SCAG calculates future housing need based upon household growth forecasts provided by communities, plus a certain amount of units needed to account for normal and appropriate level of vacancies and the replacement of units that are normally lost to conversion or demolition. The Ventura Council of Governments (VCOG) served as a delegate agency in assisting these efforts.

In allocating the region's future housing needs to different jurisdictions, SCAG is required to consider various planning considerations explicitly set forth in Section 65584 of the Government Code. The planning considerations are as follows: (1) market demand for housing; (2) type and tenure of housing; (3) employment opportunities; (4) commuting patterns; (5) suitable sites and public facilities; (6) loss of assisted multifamily housing; (7) special housing needs; and (8) reduction of impactation of lower income households.

In 1999, SCAG developed its RHNA based upon population, employment and household forecasts contained in the regional transportation plan from 1998-2005. These forecasts are the basis for determining housing demand. Second, SCAG makes an adjustment to allow for a certain number of vacant units needed to ensure adequate mobility and to replace units lost to demolition, conversion, or natural disaster. Finally, SCAG then determines the number of units to be affordable to different income groups.

Oxnard filed an appeal with SCAG regarding their initial RHNA determination in compliance with the provisions and rationale provided for in State Housing Element law. Oxnard contended that the present fair adjustment did not reduce undue concentration of lower income households in any one jurisdiction as expressly required by State law. In contrast, Oxnard contended that the fair share formula institutionalized impactation, because the formula does not measurably reduce impactation for at least 50 years.

Initially, SCAG's Policy Committee (CEHD) heard and rejected Oxnard's appeal. However, upon re-appeal, the CEHD reversed their decision, siding with the City. However, the Regional Council then reversed the decision made by CEHD, based upon legal direction from SCAG staff regarding adherence to established appeal procedures. The final RHNA numbers shown total 3,298, with units allocated for each income group.

Chart 35: Oxnard's 1998-2005 RHNA

Income Group	Percent of County MFI	Initial Draft RHNA (11/99)	CEHD-Approved (10/00)	Regional Council Approved RHNA (11/00)
Very Low	0 – 50%	751	618	797
Low	51 – 80%	460	379	489
Moderate	81 – 120%	476	794	505
Upper	120%+	1,420	1,507	1,507
Total		3,107	3,298	3,298

Source: Southern California Association of Governments, December 2000

E. Assisted Housing At-Risk of Conversion

Existing housing that receives governmental assistance is often one of the largest supplies of affordable housing in many communities. Because of its significance, this section identifies publicly assisted rental housing in Oxnard, evaluates the potential to convert to market rates between 2000 and 2010, and analyzes the cost to preserve those units. Resources for preservation/replacement are described in Chapter IV of the Element and housing programs to address preservation are in Chapter V.

1. Assisted Housing Inventory

Chart 36 provides an inventory of publicly assisted multi-family rental housing in Oxnard. This inventory includes all multi-family rental units assisted under federal, state, or local programs, including HUD, state/local bond programs, density bonus, and redevelopment or direct assistance programs. Over 900 publicly assisted multi-family units are in Oxnard plus 780 public housing units owned by the Oxnard Housing Authority (OHA).

Chart 36: Inventory of Assisted Housing

Project Name	Tenant Type	Project Owner	Affordable Units	Financing Instrument	Expiration of Affordability
Channel Island Park Apts	Family	Bismark Association	148 of 152 All 152	Section 8; Section 236(j)(1)BMIR	2000 Eligible
Paseo El Prado	Family	Richard McNish	22 of 112	Mortgage Revenue Bond	2002
Seawind Senior Apartments	Senior	Seawind LTD Partnership	20 of 101	Mortgage Revenue Bond; CDC	2007
Pacific Point Apartments	Family	N/A	All 246	Tax Credit	Post 2010
Casa Merced	Senior	Mercy Charities	All 40	Section 202/811; CDC	Post 2010
Heritage Apartments	Family	N/A	All 196	Tax Credit	Post 2010
Vintage at Rose (Tierra Vista)	Family	unknown	40	Inclusionary Ordinance	Post 2010
Villa Solimar	Family	Cabrillo Economic Development	All 32	Tax Credit project with assistance from CDC	Post 2010
Vineyard Gardens	Family	unknown	All 62	Tax Credit project	Post 2010
Casa San Juan	Family	Mercy Charities	All 64	Tax Credit project with assistance from CDC	Post 2010
Public Housing (5 Complexes)	Family	OHA	All 780	Public Housing	Not Applicable

Sources: HUD Inventory of Section 8 projects, 2000, Oxnard Housing Authority, 2000
California Debt Advisory Commission, 2000; N/A data not available upon time of writing

2. Loss of Assisted Housing

Of the 15 complexes and 1,600 multifamily units that receive some form of public or private assistance, three complexes with a total of 182 units are at risk of converting to market rate rents. This section evaluates low-income multi-family rental projects that are at-risk of conversion prior to July 1, 2010. The projects identified in Chart 37 are at-risk due to three aspects: (1) the expiration of Section 8 contracts; (2) the prepayment of a government-subsidized mortgage; and (3) the expiration of affordability controls.

Chart 37: At-Risk Assisted Housing Inventory

Project Name	Affordable Units	Total Units	Unit Mix (Bdrms)	Funding Source(s)	Expiration of Affordability
Channel Island	148	152	37 1-br 75 2-br 36 3-br	Section 8	2000
				Section 236(j)(1)	Prepayment Eligible
Paseo El Prado	22	112	11 1-br 11 2-br	Mortgage Revenue Bond	2002
Seawind Apts	20	101	10 1-br 10 2-br	Mortgage Revenue Bond	2007

Sources: HUD Inventory of Section 8 projects, 2000; Oxnard Housing Authority, 2000; and California Debt Advisory Commission, 2000

Federal Section 8 Contracts

Beginning in the mid-1960s, the federal government provided low-interest rate financing and rental subsidies to developers, resulting in the production of over 168,000 affordable housing units in California. Much of this housing is now considered “at-risk” of conversion to market-rate housing as 15- and 20-year Section 8 contracts reach their expiration dates, and mortgage prepayments are no longer restricted.

The Section 8 program provides property owners guaranteed monthly rental payments, in return for maintaining their housing units as affordable to very low-income households. Under HUD regulations, property owners are guaranteed a minimum rent payment equal to the HUD-determined fair market rent (FMR) or the negotiated payment standard. The tenant payments are restricted to a maximum of 30% of their gross income. HUD pays the difference between the FMR and the tenant payment.

Recent federal legislation has been enacted to address the expiration of Section 8 contracts and the prevailing market in a community. Upon expiration of Section 8 contracts, owners with HUD-issued mortgages have two options. Projects renting at *above* fair market rents can participate in the Mark-to-Market program that reduces rents to fair market levels in return for favorable tax treatment and debt restructuring. For projects renting at *below* fair market rents, owners can participate in the Mark-up-to-Market program which allows rents to be marked up to comparable market rents – which is especially important in escalating rental markets.

Prepayment of HUD Insured Mortgage Loans

Affordability controls can also be lost through prepayment of HUD assisted mortgages. As background, HUD sponsors programs that provide property owners with subsidized interest rates or other financial incentives, provided that a certain number of units are set aside as affordable for low income households. Under this option, property owners must either maintain the project as affordable housing for the duration of the 40-year mortgage term, or owners can prepay their remaining mortgage after 20 years, and therefore opt out of the affordability controls.

Section 236(j)(1) – Section 236(j)(1) was also designed to stimulate the production of affordable rental housing. Under this program, developers are offered below-market rate loans, with the stipulation that units are set aside as affordable for an extended period of time, usually as long as the mortgages are outstanding. After a certain period of time (typically 20 years), however, the property owner may prepay the mortgage, lift the rent controls on the affordable units, and rent the units at market rates.

The prepayment of Section 236 (j)(1) loans was formerly regulated by the Low Income Housing Preservation and Resident Home Ownership Act (LIHPRA). Since LIHPRA ended in 1996, property owners can prepay the remaining mortgage loans at any time once the project is eligible to exercise their prepayment option. However, among other requirements for prepayment, the property owner must notify all affected tenants nine months before exercising the opt out provisions. Currently receiving Section 8 project based assistance, Channel Island Park Apartments is also assisted through the Section 236(j)(1) program, is eligible to pay off its mortgage loan, and thus considered at-risk.

Mortgage Revenue Bond Project

Mortgage revenue bonds are issued by the OHA to finance housing that is affordable to lower-income households. Projects financed by mortgage revenue bonds are required to provide 20% of the units to households earning 80% or less of the area median income for a period no less than one-half the term of the bond. A typical bond-financed project has a 20-year term. In Oxnard, three multi-family projects are assisted through mortgage revenue bonds issued by the Housing Authority. Two of these projects—Paseo El Prado and Seawind Apartments—are at-risk of conversion.

The Paseo El Prado project contains 112 units, of which 22 units are deed-restricted to be affordable to very low-income households. Seawind Apartments contain 101 units, of which very low-income seniors allocate as affordable and for occupancy 20 units. Both projects were financed with City-issued mortgage revenue bonds that require occupancy restrictions. Rents in these restricted units are also discounted to below market levels to be affordable to lower-income tenants. The earliest possible year of conversion to non-low-income uses is 2002 for Paseo El Prado and 2007 for Seawind.

3. Preservation and Replacement Options

Preservation or replacement of at-risk projects can be achieved through several means. The four options are as follows: 1) transfer of ownership to non-profit organizations; 2) provision of rental assistance to tenants using other funding sources; 3) replacement or development of new assisted multi-family housing units; and 4) refinance of mortgage revenue bonded projects. Each option is described below, along with a cost estimate.

Option #1. Transfer of Ownership

Transferring ownership of the at-risk projects to non-profit organizations has several benefits: (1) it may be least costly, (2) affordability controls can be secured indefinitely; and (3) the project would be available for a range of governmental assistance. The feasibility of this option depends on several factors, including the willingness of the apartment owner to sell the project, the existence of non-profit corporations with sufficient administrative capacity to manage the project, and availability of funding.

For-profit developers own all three at-risk projects in the City. The estimated market value for the at-risk projects can be estimated by comparing market rents and annual income versus the standard costs associated with apartment management. As indicated in Chart 38, the estimated current market value for the 42 affordable units is \$13 million. However, since the complexes are much larger, the transfer of units would probably cost considerably more. Therefore, this option is not feasible unless a nonprofit organization desired to buy the whole project to expand affordable housing opportunities.

Chart 38: Market Value of At-Risk Projects

Project Units	Channel Island Park	Paseo El Prado	Seawind Apartments	Total
1-bdrm	37	11	10	58
2-bdrm	75	11	10	96
3-bdrm	36	0	0	36
Total	148	22	20	190
Operating Cost (Yr)	\$443,400	\$59,400	\$54,000	\$556,800
Gross Income (Yr)	\$1,395,292	\$195,875	\$178,068	\$1,769,234
Net Annual Income	\$951,892	\$136,475	\$124,068	\$1,212,434
Market Value	\$10,470,808	\$1,501,223	\$1,364,748	\$13,336,778

Market value for each project is estimated with the following assumptions:

1. Estimated median rents for studios \$550, 1-bedroom \$762, 2-bedroom \$600, and 3-bedroom is \$950. Source: Oxnard Housing Authority
2. Average bedroom size for a 1-bedroom at 600 square feet, 2-bedroom at 750 square feet, and 3-bedroom at 900 square feet.
3. Vacancy rate = 5% and annual operating expenses per square foot = \$4.00
4. Market value = Annual net project income * multiplication factor
5. Multiplication factor for a building in moderate condition = 11

Option #2. Rental Assistance

Currently, availability of funding for Section 8 contract renewal is uncertain. Channel Island Park Apartments is the only at-risk project with Section 8 contracts. The other two projects have restricted rents pursuant to their mortgage revenue bond restrictions. Should these programs expire, various local, state or federal resources could be used to subsidize rent payments. For instance, if rent subsidies were structured to mirror the Section 8 program, the locality would pay the difference between what tenants can pay (defined as 30% of household income) and the HUD determined payment standard.

The feasibility of this alternative, in the case of the property owners, depends on their willingness to accept rental vouchers. The willingness of for-profit owners to accept other forms of rent subsidies depends largely on how comparable the subsidies are to market rate rents. As summarized below in Chart 39, given the bedroom mix of all 190 at-risk units, the total cost of subsidizing the rents for these units to FMR levels is estimated at \$24,329 per month or approximately \$292,000 annually. However, subsidized rents may need to exceed the FMR in order to entice the participation of for-profit owners.

Chart 39: Required Rent Subsidies for At-Risk Projects

Unit Size	Total Units	Fair Market Rents	HHld Size	Median Household Income ⁽¹⁾	Affordable Cost (30% of MFI)	Per Unit Subsidy	Monthly Subsidy
1-br	58	\$627	2	\$27,400	\$610	\$17	\$986
2-br	96	\$793	3	\$30,850	\$671	\$122	\$11,688
3-br	36	\$1,055	4	\$34,250	\$731	\$324	\$11,655
Total	190						\$24,329

1. Year 2000 Household Median Income limits for the Ventura County area set by HUD
2. Affordable housing cost assumes a utility bill of \$75/month for one-bed units; \$100 for two-bed units, and \$125/month for three-bed units.

Once project-based Section 8 contracts expire, HUD provides a Mark-to-Mark program. If current contracted rents exceed the FMR, HUD gives favorable tax treatment to property provided they preserve units at rents affordable to lower-income households. For apartments renting at below FMR, HUD allows rents to be marked up to comparable market rents, not exceeding 150% of the FMR in return for affordability guarantees. Since all Section 8 projects are at risk of conversion to non-low-income uses once the expiration date is reached, the below-market stock is most likely to be converted.

Channel Island Park is the only project receiving project-based Section 8 assistance. Rents at the project currently range between 84% and 97% of fair market rent, indicating that the owner may participate in the Mark-up-to-Market program. However, for the other two mortgage revenue bond projects, the Mark-to-Mark program is not an option. Instead, the City would probably need to offer the subsidy directly to the projects.

Construction of Replacement Units

The construction of new low-income housing units is a means to replace at-risk units should they be converted to market rates. The cost of developing housing depends upon density, size of the units, location, land costs, type of construction, and soft costs. According to the Construction Industry Research Board, the average construction cost for multi-family housing ranges from \$50 to \$85 per square foot. Land costs in Oxnard vary from \$6 to \$13 per square foot, depending on the location and density permitted.

The average development cost for new affordable housing can be estimated using an average per-square-foot cost of \$65 for construction, \$10 for land, and density of 24 units per acre. Although the maximum density in the R-3 zone is 18 units per acre, a density of 23 units per acre is used since it represents the maximum density achievable with a density bonus. Based on these assumptions, the development cost is \$57,150 for a one-bedroom unit, \$66,900 for a 2-bedroom unit, and \$76,650 for 3-bedroom unit. Taken together, the total cost to build 190 units is \$12.5 million, exclusive of soft costs.

Refinancing of Mortgage Revenue Bonds

An option to preserve the low-income use restriction of the 42 bond-financed units in Paseo El Prado and Seawind Apartments is to refinance the mortgage revenue bonds that were issued to the owners. If refinanced, the projects would be required by the 1986 Tax Reform Act to commit their low-income units for the greater of 15 years or as long as the bonds are outstanding. To ensure affordability of the bond-assisted units, the City can negotiate with the project owners to refinance the bonds. The costs to refinance the bond include the difference in interest rates on the remaining debt between the previous and re-negotiated bonds, an issuance cost of approximately 3% of the bond to be paid by the City up front, and administrative costs. Thus, the project owners may not have a financial incentive to refinance unless bond interest rates are well below rates on the initial bonds, and are combined with other incentives. More often, property owners prefer to either sell the property or seek refinancing from private lenders and would therefore be eligible to opt out of affordability controls. Bond refinancing may more likely be used in combination with transfer of ownership to a non-profit.

Costs Comparisons

While the annual costs of providing rent subsidies required to preserve the 190 assisted units are relatively low, long-term affordability of the units cannot be ensured. Other financial incentives may also be necessary to make the negotiation packages more attractive to property owners for them to accept rent subsidies. The total costs of new construction to replace at-risk units is much higher than the costs associated with the different preservation options presented above, and is compounded by the limited supply of vacant land for multi-family residential uses. Refinancing the existing bond is likely the least costly preservation cost for Paseo El Prado and Seawind Apartments, the two bond-financed projects. However, the project owners may choose to opt out of mortgage revenue bond assistance by securing refinancing from private lenders.

3. HOUSING CONSTRAINTS

Providing adequate, affordable housing opportunities is an important goal for Oxnard. However, various factors can encourage or constrain the development, maintenance, and improvement of the housing stock within the community, including market factors, government codes and regulations, as well as physical and environmental constraints. This section addresses these potential issues and actions taken to mitigate them.

A. Market Constraints

Land costs, construction costs, and market financing contribute to the cost of housing reinvestment, and can potentially hinder the production of affordable housing. Although many of these potential constraints are driven by market conditions, jurisdictions have some leverage in instituting policies and programs to address these constraints. This section analyzes these constraints and the activities that a jurisdiction can undertake.

1. Development Costs

The costs of developing housing varies widely according to the type of home, with multi-family housing generally less costly to construct than single-family homes. However, within each construction type, costs can vary based on the size of unit and the number and quality of amenities provided, such as fireplaces, swimming pools, and interior fixtures among others. Land costs vary by location, size of the lot and the existing use of the lot, i.e. whether the site is vacant or has an existing structure that must be removed.

A key component in the cost of development is the price of raw land and any necessary improvements and infrastructure that must be made to the site. The diminishing supply of residential land combined with a fairly high demand has kept land cost relatively high in Southern California. In Oxnard, land costs range from \$6 to \$7 per square foot in residential areas and up to \$13/square foot in commercially-zoned areas. Moreover, the density of development permitted on a particular site also determines per unit land costs, with higher density developments costing less than lower density developments.

According to the Construction Industry Research Board, the construction costs or “hard costs” for a typical new, single-family dwelling averages \$60 to \$90 per square foot. The average construction cost for multi-family housing varies from \$50-\$85 per square foot. Custom homes cost in the higher range, while tract homes cost in the lower range. Residential development also involves “soft cost” of overhead, entitlements, professional services, and City fees. Based on a survey of recent multi-family developments built in Oxnard, soft costs range from approximately \$39 to \$47 per square foot.

Although land and construction costs do increase the cost of development, the City has been actively involved in mitigating these constraints to the extent feasible. For instance the CDC has acquired property for affordable housing, including providing gap financing and/or made land available for several projects, including Villa Solimar, Casa San Juan, Casa Merced, and others. Soft costs have also been reduced by fee waivers or reductions. Later portions of this section describe other efforts that have been taken.

2. Availability of Financing

The availability of financing affects the ability to purchase or improve a home. Under the Home Mortgage Disclosure Act (HMDA), lending institutions must disclose information on the disposition of applications for home purchase and improvement loans. This section presents major findings (Chart 40). For a further discussion, the City's Analysis of Impediments to Fair Housing Choice provides an indepth analysis of this topic.

- **Home Purchase Loans.** During 1998, approximately 3,300 households applied for home purchase loans in Oxnard. Of that total, 72% applied for conventional loans, while 28% of households applied for government-assisted loans. As expected, there is a relationship between a household's income and the type of loans applied for. Lower and moderate-income households accounted for 59% of applicants for conventional loans, but 82% of the applicants for government-assisted loans.

Origination rates vary by household income. For market-rate loans, the origination rate increased from 63% for lower income households to 75% for upper income households. For market rate loans, the City's origination rate (67%) and denial rate (13%) was similar to the County's average of 69% and 11% respectively. Origination rates for government-assisted loans ranged from 77% to 82% -- exactly the same rate as the County albeit Oxnard has a higher share of lower income households.

- **Home Improvement Loans.** During 1998, 626 households applied for home improvement loans in Oxnard. About 87% of households applied for conventional loans and 13% applied for government-assisted loans. Approximately 71% of applicants for either conventional or government-backed loans were low and moderate-income households. Of particular note, however, the number of applications for both conventional and government-assisted home improvement loans was significantly below the number who applied for home purchases.

Compared to mortgage loans, home improvement loans were more difficult to secure, as is the case in most jurisdictions. Origination rates for conventional and government-assisted improvement loans were 48% and 32%, respectively. Similarly, the County origination rates for home improvement loans exhibited the same pattern, with 54% conventional and 27% for government-backed loans. However, for lower income households, the loan origination rate was 16 percentage points lower for government, rather than conventional improvement loans.

- **Fair Housing Issues.** The City of Oxnard conducted an Analysis of Impediments to Fair Housing Choice (AI) in 1996. This document examined mortgage lending and insurance practices for home purchases and improvements. For home purchase loans, the denial rates for loan applications were consistently higher in low/mod income tracts, and portions of the community with a greater percentage of minorities. However, the same patterns in Oxnard are evident in Ventura County as a whole.

The existence of different denial rates among applicants of different income levels or race/ethnicity is often due to the high correlation between race/ethnicity and income. Minorities tend to have a higher share of low-income households and loan denial rate, presumably because income is a critical factor in qualifying for a loan. In addition to income, credit and income-to-debt ratios are also evaluated to determine whether an applicant can qualify for a loan to improve or purchase a home.

Chart 40: Disposition of Home Loans

Applicant Income	Home Purchase Loans: Conventional			Home Purchase Loans: Government-Assisted		
	Total	Originated	Denied	Total	Originated	Denied
Lower	697	63%	18%	443	77%	9%
Moderate	696	69%	12%	328	82%	7%
Upper	764	75%	9%	73	80%	5%
N.A.	203	40%	9%	96	54%	4%
Total	2,360	67%*	13%*	940	77%*	8%*

Applicant Income	Home Improvement Loans: Conventional			Home Improvement Loans: Government-Assisted		
	Total	Originated	Denied	Total	Originated	Denied
Lower	249	42%	43%	35	23%	54%
Moderate	139	42%	34%	23	22%	57%
Upper	96	49%	28%	18	67%	17%
N.A.	61	87%	3%	5	20%	80%
Total	545	48%*	33%*	81	32%*	48%*

Source: Home Mortgage Disclosure Act (HMDA) data, 1998

* Average

Increasing the availability of financing for home purchase and home improvement is a means of improving the quality of life for all Oxnard residents. To support this end, the City has established goals, policies, and programs for fair housing practices. With respect to programs, the Housing Authority offers down payment and closing cost assistance to low income home buyers, and home improvement loans. The Program section also sets forth the policy to implement appropriate actions in the Analysis of Impediments to Fair Housing Choice.

B. Governmental Constraints

Local policies and regulations can impact the price and availability of housing and, in particular, the provision of affordable housing. Land use controls, site improvement requirements, fees and exactions, permit processing procedures, and other issues may serve as potential constraints to the maintenance, development, and improvement of housing. This section discusses potential governmental constraints in the City.

1. Land Use Controls

The Land Use Element of Oxnard's 2020 General Plan sets forth policies for residential development within the community. These land use policies, coupled with zoning regulations, establish the amount and distribution of land to be allocated for different uses. Housing supply and costs are affected by the amount of land designated for residential use, the density at which residential development is permitted, and the standards that govern the character of development.

The General Plan provides for a variety of residential land uses, ranging from a density of 2 units per acre in the very low density single-family residential areas, 18 units per acre in medium density multi-family areas, and up to 30 units per acre in high density areas. Chart 41 summarizes the eight residential land use categories identified in the General Plan and their corresponding zoning districts.

Chart 41: Residential Land Use Categories

General Plan Land Use Category	Zoning Designation(s)	Density Permitted (du/ac)	Primary Residential Type(s)
Rural	To be established	1 to 4	Single-family homes on larger lots in El Rio and Nyeland Acres
Very Low Density	R-1	1 to 2	Single-family homes in the Teal Club Specific Plan along Patterson Road
Low Density	R-1	1 to 7	Single-family homes
Low-Medium Density	R-2	7 to 12	Higher density detached single-family homes in PUDs and lower density apartments/condominiums
Medium Density	R-3, C-2	13 to 18	Garden apartments, condominiums, and other form of attached housing
High Density	R-4	19 to 29	High density apartments in older developed areas
Mobile Home 1; Factory Built	MH-PD	1 to 7	Mobile home parks
Mobile Home 2	To be established	7 to 12	Mobile home/trailer parks
Central Business District	CBD	Up to 39	Apartments and condominium projects adjacent to Heritage Square

Sources: Land Use Element, City of Oxnard 2020 General Plan, 1990
Zoning Code, City of Oxnard, 1999 revision

Specific Plans.

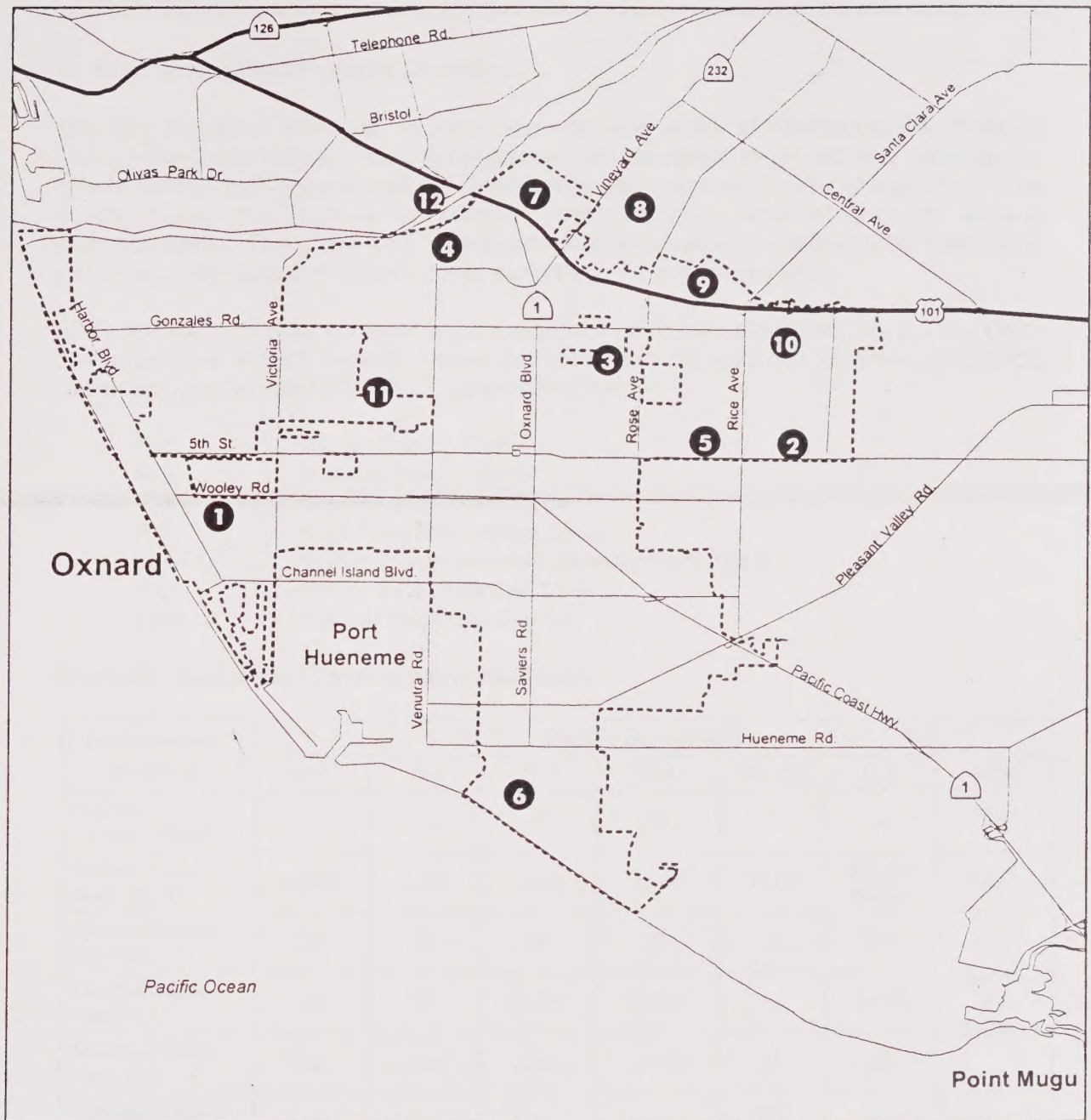
The City makes extensive use of specific plans to provide focused planning and development standards tailored to the unique characteristics of an area. As of May 2000, the City has adopted eight specific plans, of which seven are in northern Oxnard, as indicated in Figure 5. As described below, three of these areas will contribute significant residential growth to the community during the ensuing five years.

Northeast Specific Plan Area: The 856-acre Northeast Specific Plan Area consists of a variety of land uses including residential, commercial, business research, institutional, open space, semi-public and recreational, and office uses. Within the 496 acres allocated for residential use, 3,188 homes are permitted. Provision for housing includes 1,427 low-density single-family detached homes, 940 small lot single-family homes and townhouses/condominiums, 908 courtyard apartments and condominiums, and 190 units affordable to lower-income households. The Plan also has an Affordable Housing Component under the Affordable Housing Ordinance.

Northwest Golf Course Community Specific Plan: The 330-acre Plan Area is located at the northwest corner of the City, immediately west of the existing River Ridge Golf Course and residential neighborhoods. The Specific Plan is designed to encourage the development of a coordinated neighborhood containing housing, recreational, and institutional facilities while preserving the unique visual, historic, physical, cultural and environmental amenities. The Plan calls for the development of a high-quality public golf course and a residential community consisting of up to 426 single-family homes. The City is negotiating an agreement that may result in an amendment to the Plan to designate about three acres for affordable housing.

Mandalay Bay Phase IV Specific Plan Area: Phase IV is a planned large-scale mixed-use development on 220 acres extending from the Channel Islands Mandalay Bay Waterway northerly. Mandalay Bay Phase IV development is envisioned to provide a variety of water oriented commercial, residential, and recreational uses. The Plan provides an orderly transition from existing single-family and townhome development in the south to a more intense and dynamic mixed-use land use pattern in the north. Up to 960 homes are permitted, with additional units permitted within commercial mixed use. Mandalay Bay will fulfill its affordable housing obligation through payment of an in-lieu fee to the City's Affordable Housing Trust Fund.

Other Specific Plan Areas: The City of Oxnard has various other specific plan areas which have additional capacity for residential development, albeit in the future. These include Ormond Beach and the Teal Club. Full development of both these areas is most likely to occur after the present 1998-2005 planning period. A description of the abovementioned areas as well as other specific plan areas in Oxnard are included in greater detail in the City's adopted 2020 General Plan.



----- City Boundary

Specific Plans

- | | |
|------------------------------------|--|
| 1 Mandalay Bay (Phase IV) | 7 Oxnard Town Center |
| 2 McInnes Ranch Business Park | 8 Oxnard Town Center (Future Addition) |
| 3 Northeast Community | 9 Rose-Santa Clara Corridor |
| 4 Northwest Community | 10 Sakioka Farms (Future) |
| 5 Northfield/Seagate Business Park | 11 Teal Club (Future) |
| 6 Ormond Beach (Future) | 12 Wagon Wheel |



Figure 5
Specific Plan Areas

2. Residential Development Standards

The City regulates the type, location, density, and scale of residential development through the Zoning Code. Zoning regulations are designed to protect and promote the health, safety, and general welfare of residents and implement the General Plan. The Zoning Code also serves to preserve the character and integrity of existing neighborhoods. The Code sets forth residential development standards for each zone district as summarized in Chart 42 and evaluated in the following text.

While the General Plan contains eight residential land use categories, the Zoning Code delineates five distinct citywide residential zone districts and two commercial districts (which also permit residential use), as indicated below:

- R-1 Single-Family Zone
- R-2 Multiple-Family Zone
- R-3 Garden Apartment Zone
- R-4 High Rise Residential Zone
- MH-PD Mobile Home Planned Development Zone
- C-2 General Commercial Zone
- CBD Central Business District

Chart 42: Residential Development Standards

Development Standard	Zoning Designations						
	R-1	R-2	R-3	R-4	MH-PD	C-2	CBD
Maximum Density (du/ac)	7	12	18	29	7	18	39
Minimum Lot Area (sq.ft.)	6,000	3,500	2,400	1,500	3,000	600 per family	None
Minimum Front Yard (ft.)	20	25	20	20	10	20	Varies by project
Minimum Side Yard (ft.)	5	5	5-7½	5-10	10	5-7½	
Minimum Rear Yard (ft.)	25	25	25	5-10	10	25	
Minimum Interior Yard (% of lot)	15%	15%	30%	30%	450 sq.ft.	30%	15%
Maximum Lot Coverage (%)	None specified	None specified	None specified	None specified	75%	None specified	100%
Maximum Bldg Height (ft.)	25	28	35	45 (100 w/ CUP)	35	35	48 or + with SUP

Source: Zoning Code, City of Oxnard, 1999 revision

Site Requirements.

The density of permitted development ranges widely depending on the particular zone. Densities range from lower density single family districts with a maximum of 7 units per acre to a maximum of 12 or 18 units per acre in multi-family zones, and can range even higher to a maximum of 29 units per acre in the R-4 high rise multifamily zone. Commercial areas offer densities typically ranging from 18 to 39 units per acre. Density bonuses can also allow an additional 25% more units than permitted by the basic zone.

In addition to density limits, the maximum height and lot coverage requirements may limit the number of units that can be constructed on a given lot. In Oxnard, the maximum building height ranges from 2 stories in the R-1 zone to 4 stories in the R-4 zone. With a conditional use permit, buildings can be as tall as 11 stories in the R-4 and commercial zones. Unlike many cities, Oxnard does not specify maximum lot coverage for its residential zones; however, the minimum lot size and interior yard space requirements can limit the size of a development that can be achieved on a particular lot.

Parking Requirements.

The City's parking requirement for residential districts varies by residential type, lot size, and parking needs associated with different types of development. As indicated in Chart 43, two parking spaces within a garage are required for a typical single-family home. For both apartments and condominium units, the number of parking spaces mandated varies from one garage space for a studio or one-bedroom unit to two spaces for a unit with two or more bedrooms. For mobile home parks, two parking spaces in tandem are required for each mobile home space.

Chart 43: Parking Requirements

Residential Type	Required Number of Spaces
Single Family	
Detached single-family homes and attached townhomes on 6,001+ sq.ft. lots	2 spaces in a garage for each unit
Single-family unit with attached second unit	2 spaces in a garage for main unit, plus 1 space within a garage for the second unit
 Multifamily Developments	
Studio and 1-bedroom	1 garage space per unit
2+ bedrooms	2 garage spaces per unit
Visitor spaces	1 visitor space per unit for the first 30 units. After the 31 st unit, 0.5 visitor space per unit
Mobile home park:	2 spaces in tandem per mobile home space. 1 space must be covered.

Source: Zoning Code, City of Oxnard, 1999 revision

Flexibility from Development Standards.

Oxnard provides several mechanisms to maintain flexibility in development standards. This flexibility is an important means to address limitations inherent at a specific site (e.g., such as geographic, topographical, physical, or otherwise), as well as provide a means to address other important goals and objectives of the City Council, including the provision of housing that is affordable to all economic segments of the community.

- **Administrative Permit.** The City makes extensive use of the administrative permit process to provide additional flexibility from residential development standards. There are eight types of Administrative Permit requests – the two most relevant being the Minor Modification and the Development Design Review. Under these processes, the Community Development Director has the authority to:
 - (1) approve changes to building heights, setback requirements, landscape requirements and building area on approved plans by no more than 10%;
 - (2) approve changes to building size, provided that all Code requirements are met for parking, landscaping, and other Zoning Ordinance standards;
 - (3) approve modifications to building elevations, subject to review and recommendation by the City's Design Review Committee; and
 - (4) approve development design review for buildings or structures for uses which do not require a conditional permit or other zoning permit.
- **Planned Development (PD) Additive Zone.** The City makes extensive use of the PD Additive Zone that may be attached to residential and non-residential zones to control development of properties with special locational, geographic, or other features. PD-zoned areas allow modification of development standards or regulations that may differ from those requirements specified by the underlying zone. The Planning Commission may grant a density increase of 25% consistent with the General Plan and/or allow a 25% modification in certain development standards. PD-zoned projects providing affordable housing may also qualify for a density bonus and various other incentives. PD Additive Zones have been granted recently for numerous housing projects both at affordable and market rates.
- **Planned Residential Groups (PRGs).** Flexible development standards are offered through PRGs, which are comparable to the planned unit developments. The Planning Commission may grant a special use permit for a PRG, which allows the variation of density levels (consistent with the 2020 General Plan), area, lot size, height, parking and fencing requirements. Smaller lot developments, including detached condominium units, can be accomplished through the PRG designation which allows for a reduction in lot sizes and narrower private streets. The PRG designation has been used extensively and may be used in conjunction with the PD Additive Zone to achieve the maximum density allowed in a specific zone.

The City has a strong track record in utilizing these tools to provide modifications in development standards that are consistent with the adopted 2020 General Plan. City staff indicate that administrative permits were requested for 43 minor modifications and 6 development design review, with most being approved. The PD Additive Zone has been used for the Palm Terrace, Vineyard Gardens, and El Paseo projects among others.

Programs to Achieve Housing Affordability

Oxnard provides several tools in order to encourage production of affordable housing. These programs are an important means to achieve a diversity and balance of housing types that are affordable to all economic segments of the community. As noted below, the primary tools to ensure affordable housing are as follows: (1) Incentives for Affordable Housing; (2) the Inclusionary Housing Ordinance, and (3) Infill lot Program. Other programs are described later in the Housing Plan Section of the Element.

- ***Incentives for Affordable Housing.*** In October 1999, the City adopted the Density Bonus Ordinance and associated resolutions to encourage the production of affordable housing. These ordinances specify three tiers (Groups I, II, and III) of regulatory concessions and incentives available, with greater concessions and incentives for higher percentages of units for very low- and low-income households. Concessions offered for affordable projects include (but are not limited, to):
 - Density bonus;
 - Increased maximum building height limits;
 - Modified construction material requirements;
 - Reduced minimum lot size, width, frontage, and setbacks
 - Provision of financial incentives; and
 - Reduced requirements for certain amenities.
- ***Inclusionary Housing Ordinance.*** Oxnard adopted a Affordable Housing Ordinance in 1999 to encourage production of affordable housing in proportion with the overall increase in residential units. The Ordinance requires developers of residential projects with ten or more units to provide 10% of the units for very low- (5%) and low- (5%) income households. Developers also have the option of paying an in-lieu fee, which is \$2,175 per apartment/condominium unit, and \$2,322 per single-family home. In analyzing the current program, the City is presently reassessing its in-lieu fee structure to determine if modification of the Ordinance is needed. Since its inception, 40 inclusionary units have been built in the Vintage at the Rose project and over \$550,000 in fees have been received in exchange for 45 additional units.
- ***In-fill Housing Program.*** The City approved, in concept, an In-fill Housing Program to encourage residential development on smaller vacant parcels in established neighborhoods where infrastructure is already in place. These include La Colonia, Wilson, Hobson Park East, Five Points Northeast, Southwinds, and Cypress. The In-fill Program will encourage housing production by waiving or deferring certain development fees and this will help with decreasing the overall costs of development. Under this Program, the City allows \$500,000 in fee waivers for all projects or allows a developer to defer payment of development fees until final occupancy inspection. The program began in Year 2000 and has not been utilized at this point.

3. Provisions for a Variety of Housing

State Housing element law specifies that jurisdictions must identify adequate sites to be made available through appropriate zoning and development standards and to encourage the development of housing for all economic segments of the population. Housing for all economic segments of the community includes multi-family housing, factory-built, mobile homes, emergency shelters and transitional housing among others.

Chart 44 summarizes the various housing types permitted within Oxnard's primary residential zone districts. Development is typically permitted by right or through the special use permitting process as described later in this section.

Chart 44: Permitted Residential Development by Zone

Housing Types Permitted	Residential				Other Special Uses		
	R-1	R-2	R-3	R-4	MH-PD	C-R	M-2
Residential Uses							
Single-family detached	✓	✓	✓	✓		✓	
Single-family attached	✓	✓	✓	✓		✓	
Multi-family		✓	✓	✓			
Garden apartments			✓	✓			
High density apartments				✓			
Manufactured housing	✓						
Mobile home	✓				✓	S	
Second units	S						
Special Needs							
Farm Labor Housing						S	S
Emergency Shelters							
Transitional Housing							
Single-Room Occupancy							
Care Facility (<7 persons)	✓	✓	✓	✓			
Care Facility (7+ persons)		S	S	S			
Fraternity/Sorority Houses			S	S			

Source: Zoning Code, City of Oxnard, 1999 revision

✓ = Permitted S = Subject to Special Use Permit

In addition to single-family and multifamily residential opportunities, the following housing types are available for all economic segments of the community including those earning lower income, seniors, students, the homeless, and other special needs groups.

Residential Uses in Commercial Zones. In addition to residential uses in single- and multi-family zones, the C-2 zone conditionally allows single-family and multi-family (up to 72 units per acre pursuant to special use permit) uses, while the CBD conditionally permits residential uses, including exclusively residential developments (such as apartment complexes), and housing units above or near commercial or office uses. Proposals for residential development in the C-2 and CBD zones have become increasingly common, with proposals including large-scale apartment complexes.

Second Units. The State Government Code defines "second units" as attached or detached dwelling units which provide complete independent living facilities for one or more persons including permanent provisions for living, sleeping, cooking and sanitation, located on the same lot as the primary structure. In Oxnard, second units are permitted in the R-1 zone on lots with a minimum area of 6,000 square feet, subject to a CUP. Second units are required to share a common wall or be created in the primary structure. A detached single-family home with an attached second unit is required to provide two garage parking spaces for the primary unit, plus one garage space for the second unit.

Mobile Homes/Manufactured Housing. Oxnard has an estimated 3,120 mobile homes. Recognizing the significant contribution that mobile home parks make toward providing a variety of housing choices, the City has established the MH-PD zone district for the preservation of mobile homes. Individual mobile homes and manufactured housing units are also permitted in the R-1 zone. Because mobile homes provide a significant source of affordable housing for lower-income persons, the City of Oxnard has also established a Mobile Home Rent Review Board to monitor the rents charged at parks.

Residential Care Facilities. Residential care facilities refer to any family home, group home, or rehabilitation facility which provide non-medical care to persons in need of personal services, protection, supervision, assistance, guidance or training essential for sustaining daily living. Residential care facilities that serve six or fewer persons are permitted in all residential zone districts and the commercial C-2 zone, while facilities serving more than six persons are conditionally permitted, except for the R-1 zone. Taken together, a total of 69 licensed community care facilities are located in Oxnard.

Emergency Shelters and Transitional Housing: The City of Oxnard has one of the more extensive continuum of care programs in Ventura County and is home to several emergency shelters and transitional housing for the homeless population. In fact, Oxnard is home to the only year-round emergency shelter in Ventura County. Although these facilities are situated in Oxnard, the Zoning Code does not explicitly address in which district emergency shelters and/or transitional housing facilities can be located. As noted in the Program Section, the City will be revising the Zoning Code to address this issue.

Farmworker Housing. The Zoning Code permits, pursuant to an approved Special Use Permit, "licensed permanent group housing facilities for 100 or more agricultural workers" in the M-2 Zone and "housing for farm workers employed and working on the premises and their families," in the C-R Zone. Oxnard has migrant farm labor housing, built between 1942-1955, which provide a significant number of beds. City staff indicate that no SUP's have been filed or denied for migrant farm worker housing in many years. Changes proposed to these two zoning categories are addressed in Chapters 4 and 5.

4. Building Codes and Enforcement.

The City of Oxnard has adopted the Uniform Building Code, which establishes standards and requires inspections at various stages of construction to ensure code compliance. The City's building code also requires new residential construction to comply with the federal American with Disabilities Act, which specifies a minimum percentage of dwelling units in new developments that must be fully accessible to the physically disabled. Although these standards and the time required for inspections increase housing production costs and may impact the viability of rehabilitation of older properties which are required to be brought up to current code standards, the intent of the codes is to provide structurally sound, safe, and energy-efficient housing.

The City's Code Enforcement Division is responsible for enforcing both State and City regulations governing maintenance of all buildings and property. Code Enforcement staff are assigned to the four police districts in Oxnard, with one staff member assigned solely to the Southwinds neighborhood due to its designation as a redevelopment project area. The City seeks voluntary code compliance through administrative processes. Residents participate through neighborhood advisory groups, with some serving on volunteer patrols to identify potential code violations. To facilitate the correction of code violations or deficiencies, Code Enforcement staff commonly refer owners to rehabilitation loan and grant programs offered through the City's Housing Authority.

5. Site Improvements

Site improvements are an important component of new development and include water, sewer, circulation, and other infrastructure needed to make development feasible. The City of Oxnard requires pro-rata payments for off-site extension of the water, sewer and storm drain systems, and pro-rata payments for traffic signals. It requires the developer to construct all internal streets, sidewalks, curb, gutter, and affected portions of off-street arterials. The City also requires landscaping along arterials and sometimes imposes special conditions for other features, including bikeways and setbacks. New residential construction will either occur as infill, where infrastructure is already in place or in specific plan areas, where adequate public services and facilities will be required.

Requiring developers to construct site improvements and/or pay pro-rata shares toward other infrastructure costs, the provision of public services and utility systems will increase the cost of housing. While these impact affordability, these requirements are deemed necessary to maintain quality of life desired by City residents, and are consistent with the City's adopted 2020 General Plan goals to ensure that public services and facilities are in place at the time of need, thus avoiding the overloading existing urban service systems. However, the City is actively involved in waiving development fees as needed to ensure that the cost of site improvements do not unduly constrain the production and availability of new affordable housing opportunities.

6. Growth Management.

Growth management has long been a concern in Ventura County. In 1998, the City of Oxnard adopted the "SOAR" Initiative, which stands for the **S**ave **O**pen **S**pace and **A**gricultural **R**esources. This Initiative originated from public concern that rapid urban encroachment over the past decade was threatening agricultural, open space, watershed, sensitive wetlands, and riparian areas vital to Ventura County. Therefore, voters passed an initiative to direct future population growth within incorporated areas where infrastructure is already in place. To implement this Initiative, Oxnard amended the General Plan pursuant to the SOAR Initiative as of January 1998.

Until December 31, 2020, the City shall restrict urban services and urbanized uses of land to within the CURB. The CURB line is generally coterminous with the City's Sphere of Influence. The City Council cannot grant or by inaction allow to be approved by operation of law, any general plan amendment, rezoning, specific plan, subdivision map, special use permit, building permit or other ministerial or discretionary entitlement inconsistent with the General Plan and CURB line established by the SOAR Initiative. Generally, the City Council may not amend the CURB, without voter approval. However, the City Council may amend the CURB pursuant to numerous procedures.

If for any reason, sufficient land resources are not available to address the RHNA, the SOAR Initiative would still allow the City of Oxnard to satisfy its 1998-2005 RHNA. This is because pursuant to Section 3 (E) of the SOAR Initiative, the City Council is expressly authorized to amend the CURB line to comply with state law regarding the provision of housing for all economic segments of the community. Thus, the City Council may amend the CURB, provided that no more than 20 acres is brought within the CURB for this purpose annually. As a prerequisite, the Council must make the following findings:

- the land is immediately adjacent to existing compatibly developed areas and that adequate services have or will be provided for such development;
- the proposed development will address the highest priority need identified (e.g., the provision of low- and very low-income housing to satisfy the RHNA); and
- there is no existing residentially land available within the CURB and it is not reasonably feasible to redesignate land within the CURB for such purposes.

The SOAR Initiative is not expected to prevent the City of Oxnard from meeting its RHNA requirements pursuant to State law. This is because of the following: (1) the City has a large reserve of vacant land within its corporate limits and within its Sphere of Influence (over 1,500 acres), (2) a significant portion of the City's RHNA requirement has already been satisfied, (3) the City has a history of subsidizing projects to ensure affordability, and (4) the SOAR has specific amendment procedures for the RHNA. Therefore, SOAR will not deter the City from satisfying its obligations for affordable housing required by the 1998-2005 Regional Housing Needs Assessment.

7. Development Permit Procedures

The City can affect the construction and improvement of housing by expediting, to some extent, the time involved in gaining approvals for development permits. The Permit Streamlining Act encourages communities to work toward improving the efficiency of their building permit and review processes by providing "one-stop" processing and specifying the information needed to complete an acceptable application. However, many proposed projects require several types of permits and they

are usually processed concurrently so that the public, Planning Commission, and the City Council can act on all related parts concurrently. Chart 45 above summarizes the City's typical processing times for planning and zoning permits.

Chart 45: Permit Processing Time

Type of Zoning Application	Processing Times (in months)	Average Processing Time
Zone Variance	2 to 6	3½
Special Use Permit	3 to 8	3½
Planned Development	3 to 9	5½
Parcel Maps	1½ to 10	6
Tentative Tract Maps	5½ to 11	8
Zone Change	5 to 10½	7

Source: Planning & Environmental Services Dept., 2000

Applications for development permits requiring approval by the Planning and Environmental Services Manager, the Planning Commission, or the City Council require a comprehensive review process. The development approval process consists of initial filing of application, environmental review, Neighborhood Council participation, review by the Development Advisory Committee, and public hearing(s) shown in Chart 46.

Pre-Application. New development projects which may have a significant impact on roads, sewer, and water systems or which may impact adjoining neighborhoods are required to undergo pre-application review. During this review, City staff review site plans, elevations, and other project information to determine a project's consistency with City requirements, relationship to adjacent land uses, and also community design considerations. This process allows an applicant to assess issues before committing to the time and expense of drafting plans which may not meet City requirements.

Application Filing. After receiving a response to a pre-application review, an applicant may submit a formal application. A project planner is then assigned to review the file and process the application through the environmental and planning stages. The project planner prepares an *Initial Study* to determine what environmental clearance is needed and determines whether an application is complete. Depending on the type of permit, public hearings may be required before the Planning Commission or City Council.

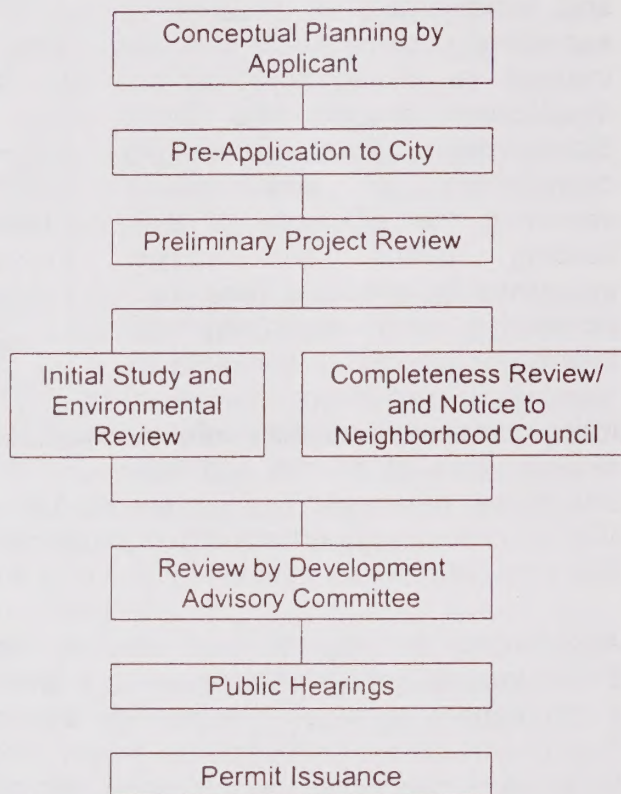
Oxnard uses a neighborhood council program to encourage resident participation in local government. Depending on the type of project and its potential impacts on the neighborhood and adjoining areas, applicants may be required to present their projects to the neighborhood council(s) early in the planning process. Established City policies encourage neighborhood councils and interested citizens to provide their input and comments to the applicants, project planners, Planning Commission, and City Council.

Development Advisory Committee.

After the above determinations have been made, the project is scheduled for review before the Development Advisory Committee (DAC) for design review. At the review, representatives from City departments discuss design concerns and conditions that should be placed on a project to comply with City codes and policies. Design review is typically mandatory for most development projects requiring approval of the City Council, Planning Commission, or Hearing Officer.

Administrative Permit. An administrative permit for a housing project may be requested if an approved project requires a minor modification of residential development standards. The permit is reviewed by the Planning and Environmental Services Manager who may approve, conditionally approve, or deny the application. The manager's decision may be appealed to the Planning Commission within 15 days of the decision. Administrative permits may also need to be reviewed by the DAC.

Chart 46: Permit Processing Stages



Source: Planning and Environmental Services, 2000

Public Hearing. Once a staff report is completed, the permit application is scheduled for the Planning Commission and notice is published in the local newspaper and mailed to neighboring property owners. Public notice is also sent to neighborhood council chairpersons. The Planning Commission conducts a public hearing on the permit and renders a decision. The City's planning permit process is designed to ensure quality development and allow adequate opportunities for resident participation.

The City gives preference and priority to affordable housing developments for project approval and funding. Qualified projects are those which achieve the following:

- Implement a high priority housing objective of the City contained in either the existing Housing Element or the Consolidated Plan;
- Give preference to Oxnard residents or workers, to the extent legally permissible;
- Propose the rehabilitation of substandard housing into a quality product where favorable cost/benefits can be demonstrated versus totally new construction;
- Address the greatest unmet needs of the existing Housing Element; and
- Substantially comply with the "Affordable Housing Production Plan" and the "Vision for a More Livable Community" document adopted by the City Council.

8. Special Use Permit

Oxnard has established a Special Use Permit that mirrors the conditional use process that is typical for jurisdictions throughout the region. The Special Use Permit process is designed to expand the residential uses allowable within a particular zone district (e.g., housing in commercial or manufacturing districts) while, at the same time, ensuring that the proposed housing is appropriate and compatible with its surrounding land uses.

Purpose of SUP.

A Special Use Permit (SUP) is required when a project is to be located in a district primarily devoted to nonresidential uses or when the applicant seeks modifications to development standards pursuant to ordinances regulating planned residential groups and planned development districts. Chart 47 below compares residential development permitted by right versus an approved special use permit in Oxnard.

Chart 47: Special Use Permit

Residential Use	Residential Zones					Commercial/ Manufacture.		Agricul ture
	R-1	R-2	R-3	R-4	MH- PD	C-2	M-2	C-R
Single-Family	✓	✓	✓	✓		S		✓
Multi-Family		✓	✓	✓		S		
Garden Apartments			✓	✓		S		
High-Density Apts.				✓				
Manufactured Housing	✓				✓			S
Farm Labor Housing							S*	S

✓ = Permitted S = Subject to Special Use Permit

*No uses of any kind are permitted in the M-2 zone without approval of a SUP.

The SUP process is well-established in Oxnard to review projects and ensure and facilitate consistency and compatibility for residential developments. To facilitate affordable housing developments in the C2 commercial zone and CBD district, the City has utilized the SUP process to approve numerous affordable housing projects throughout the community since the mid 1990s. These projects include: Villa Solimar, Casa Marina, Gateway, Mercy Charities, Meta Street, Heritage Park, and Palm Terrace – together providing for about 350 affordable lower-income housing in commercial districts.

Process for Approval.

The Planning Commission approves a Special Use Permit when the project is in conformance with the general plan, adopted zoning, residential development standards, and other conditions necessary to make the project compatible with adjacent land uses including city infrastructure and facilities. In determining project suitability, the Planning Commission typically considers whether:

- a) The use will adversely affect or be materially detrimental to such adjacent uses, buildings or structures or to the public health, safety, or general welfare;
- b) The proposed site has adequate size and shape for yards, walls, fences, parking, etc required by the applicable codes and planning commission;
- c) The proposed site shall be served by highways adequate in width and improved as needed to carry the kind/quantity of traffic such use will generate;
- d) The proposed site will be provided with adequate sewerage, water, fire protection, and storm drainage facilities.

To ensure that the project is compatible with surrounding land uses, the Planning Commission may attach additional conditions to facilitate project feasibility. The potential conditions attached involve any pertinent factors affecting the establishment, operation, or maintenance of the requested use, including but not limited to the following:

- 1) Residential development standards including density;
- 2) Traffic circulation and parking facilities;
- 3) Street and alley dedications and improvements;
- 4) Water supply, fire protection, sewerage service and storm drainage facilities;
- 5) Landscaping and maintenance of grounds;
- 6) Regulations of nuisance factors; and
- 7) Other conditions as will make possible the development of the proposed SUP in an orderly and efficient manner and in general accord with the master plan

The Planning Commission's decision becomes final and conclusive unless, prior to expiration of the statutory appeal period, an appeal or notice requesting review in proper form is duly filed with the City Council accompanied by half the original application fee. The party filing the request may be the City Manager or designee, the City Council, or any person or entity aggrieved or directly affected by the decision. On a practical note, however, the SUP is automatically referred to the City Council if the applicant files for a tentative tract map, density bonus or incentive, zone change, or subdivision map.

At the appeal stage, the City Council primarily considers the issues raised by the grounds specified in the notice of review or appeal, but is not restricted thereto. The City Council may also refer the matter back to the Planning Commission for further study. Within 14 days following the conclusion of the public hearing, the City Council adopts a resolution (or 30 days following the conclusion of public hearing if the Planning Commission was referred back to the Planning Commission). The City Council resolution may affirm, reverse, modify, limit or condition the action of the Planning Commission.

Assessment of the SUP

The SUP process lengthens the time needed to process an application, particularly for projects that are inconsistent with the General Plan. However, in determining whether the SUP process unduly constrains the development of housing and, in particular affordable housing, it is important to consider several facts:

(1) Whether the SUP constrains the City's ability to meet the RHNA.

As noted in Chapter 4, the City has a total unmet housing need of 1,500 units (not counting market-rate projects in the pipeline). However, the City also has sufficient sites on vacant land that could accommodate 8,400 units within the community. Furthermore, the well-established SUP process and the widespread frequency of use have not deterred new proposals for residential development; in essence, well over 1,000 units in proposed residential developments are currently in the pipeline.

(2) Whether the SUP constrains the production of affordable housing.

As described earlier, all affordable projects which receive some form of incentive or City assistance under the density bonus and incentives program must obtain a density bonus permit, which is similar to an SUP. Nonetheless, Oxnard has *produced* over 2/3rds of its lower-income RHNA requirements within the first 1/3rd of the 1998-2005 planning cycle and, at this rate, will easily exceed its RHNA site identification targets.

(3) Whether the SUP constrains the ability to address farm worker housing.

The SUP process is applied equally to all residential uses proposed in zones where the primary use is not residential (e.g., migrant farm worker housing, emergency shelters, transitional housing, etc.). With respect to farm worker housing, the SUP is not a constraint. Rather, Zoning Code regulations on the minimum acreage for farms, minimum-sized group housing, gender of occupants, etc. could be viewed as constraints. Chapter 5 contains a program to amend zoning code regulations.

Conclusion:

Although the SUP process may at times lengthen the procedure to obtain project approval, the SUP is a necessary process to expand the development of housing in zones where the primary use is not residential, apply certain conditions to the project to facilitate compatibility, and approve various concessions and incentives to facilitate affordability. The SUP process is the formal mechanism by which the City resolves these issues. In light of the history and use of SUP approvals, the substantial progress made toward the RHNA, and the elimination of Zoning Code restrictions, the SUP process is not an undue constraint upon achieving the City's obligations under State Housing Element law.

9. Fees and Exactions

Fees are charged to developers to recover the costs of processing various planning and environmental permits. These charges are generally assessed as flat fees, based upon the estimated time and costs to process a development permit. Chart 48 summarizes planning and building fees charged for residential development.

Chart 48: Fee Schedule for Residential Development

Service Provided	Planning Fees	Development Services Fees*	Total Fees
Administrative Permits			
▪ Pre-Application	\$904	20% = \$180.80	\$1,084.80
▪ Minor Modification	\$752	15% = \$112.80	\$864.80
▪ Zone Clearance	\$64	---	\$64.00
▪ Lot Merger	\$2,026	\$1,740 + \$16/lot	\$16/lot + \$3,766.00
▪ Lot Line Adjustment	\$1,786	\$1,740 + \$33/lot	\$33/lot + \$3,526.00
Environmental Fees			
▪ Negative Declaration	\$1,755	---	\$1,755.00
▪ Mitigated Neg. Dec.	\$1,755	\$2,528*	\$4,283.00
▪ EI Report	Depends on Project		
Discretionary Permits			
▪ General Plan Amend.	\$9,683	---	\$9,683.00
▪ Special Use Permit-	\$3,888		\$3,888.00
▪ Zone Change	\$2,944	---	\$2,944.00
▪ Major Modification	\$3,146	25% = \$786.50	\$3,932.50
▪ Tentative Map	\$5,602	\$794 + \$35/lot	\$35/lot + \$6,396.00
▪ Final Map	\$2,096	\$1,410 + \$17/lot	\$17/lot + \$3,506.00

*These are Development Services fees collected at time of planning application submittal.

Source: Planning and Environmental Services, Planning Permit Fee Schedule, January 8, 2000

The City Council established financial management policies with the 1997-1998 budget which require that the full cost of providing services for private benefits be recovered through user fees and rates. Staff conducted such analyses as necessary, in order to ensure continued recovery of the costs of providing services. The City council approved that all existing fees be adjusted annually by an annual percentage change (not to exceed two percent annually) of the CPI for two years. Moreover, a comprehensive fee review must be conducted for fee adjustments after the second year of CPI adjustments.

The City also assesses development fees to finance the costs of providing additional public infrastructure, facilities and needed services for new residential development. Chart 49 indicates the estimated fees for a typical three-bedroom 75-unit single-family detached development and 62-unit multifamily project of both 2 and 3- bedroom units. In summary, fees totaled \$21,000 per single family unit and \$14,000 per multifamily units.

Although development fees increase the cost of building new housing, affordable projects are routinely given financial assistance through federal or City funds. For instance, the City recently waived over \$1.0 million of development fees for 190 new affordable single-family homes in the El Paseo project (\$5,300/unit) and waived \$9,000 per unit in the Via Verde project. In addition, the City Council recently approved an In-Fill Program which provides for waiver and/or deferral of certain development fees.

Chart 49: Permit and Infrastructure Fees

Type	Fee Type	MultiFamily ⁽¹⁾ (avg./unit)	Single Family ⁽²⁾ (avg./unit)
Permit Center	1. Building Permit Fee	\$771	\$1,502
	2. Plan Check Fee	\$248	\$1,082
	3. Seismic Fee	\$14	\$22
	4. Growth Development Fee	\$709	\$1,462
	5. Park Improvement Fee	\$226	\$250
	6. Flood Control Fee	\$145	\$573
	7. Energy Conservation Fee	\$40	\$61
	8. Electrical, Mechanical & Plumbing	N/A	\$338
Planning Division	1. Quimby (Park) Fees Per Unit	\$2,656	\$3,330
	2. Plan Check Review Fee	\$60	\$12
Public Works	1. Sewer Connection Fees:	\$2,574	\$3,539
	2. Water Connection Fee	\$386	\$460
	3. Storm Water Drain Fee	\$978	\$1,906
	4. Traffic Impact Fee	\$1,130	\$1,913
	5. Traffic Model Update Fee	\$3	\$21
	6. Meter Fee on Fire Sprinklers	N/A	\$331
	7. Grading Plan Check & Inspection	N/A	\$122
	8. Underground Utilities	\$166	\$165
Other Fees	1. Landscape Plan Check /Inspection	N/A	\$7
	2. Fire Department Plan Check	N/A	\$256
	3. School Fees	\$3,767	\$2,475
	4. Calleguas MWD	N/A	\$1,351
	5. Environmental Fees	\$90	N/A
	TOTAL FEES	\$13,963	\$21,178

1. Assumes 62-unit project (59,200 sq. ft), 2 & 3-bedroom units valued at \$4.6 million. 2. Assumes 75 detached -1,500 sq. ft. units on a 6,000 sq. ft. lot, each valued at \$225,000.

Source: Planning and Environmental Services Department, City of Oxnard, 1999

C. Environmental Constraints

Oxnard is subject to a variety of environmental constraints, including geologic hazards, beach erosion, and flooding. These constraints could affect the amount and type of residential development in certain portions of the community. However, these constraints are not anticipated to affect the City's ability to accommodate the RHNA. A full discussion of these constraints is contained in the City's adopted 2020 General Plan.

1. Geologic Hazards

The Oxnard Plain is comprised of alluvial deposits of silt, sands and gravel, which extend to a depth of 500 feet. Where there are no known active faults within City limits, active and/or potentially active faults are present in the surrounding region, which may extend into the sub-surface beneath the City. Therefore, Oxnard may be susceptible to surface rupture, ground shaking, liquefaction, tsunamis, dam inundation, and other earthquake related risks. The City will experience ground shaking from earthquake activity that is most likely associated with the faults in the surrounding area. In particular, the potential for liquefaction exists throughout the City because of alluvial deposits underneath and a high ground water level.

2. Beach Erosion

Beach erosion occurs along the shoreline from Point Conception to Point Mugu. Development and use of the shoreline has caused the loss of natural sand beaches to become a problem. The beach in front of Oxnard Shores is severely damaged. Past storms have damaged beach front homes, and the winter storms of 1983 severely flooded this area. Blowing sand in the Oxnard Shores area has caused a significant loss of sand from the beach and created extensive dunes. In addition, the erosion at Hollywood Beach may eventually require the replacement of sand. Limited development of homes is permitted west of Mandalay Beach Road and construction is required to be on pilings in order to minimize damage to buildings.

3. Flooding Hazards

The Oxnard Plain has a very low land profile and, therefore, may be subject to flooding. To mitigate flood hazards, the City adopted a Master Plan of Drainage, a Floodplain Management Ordinance, and became a member of the National Flood Insurance Program (NFIP) in 1979. Pursuant to the Floodplain Management Ordinance, new development is required, through conditions of approval, to eliminate flooding problems as identified by NFIP. The NFIP requires cities to adopt land use restrictions to qualify for federally-subsidized flood insurance, such as requiring that residential structures be elevated above the level of the 100-year flood and that other structures be flood-proofed. The occasional shallow flooding that occurs in developed areas of Oxnard is not severe.

4. HOUSING RESOURCES

This section describes and analyzes resources available for development, rehabilitation, and preservation of housing in Oxnard. This includes the availability of land resources and the City's ability to satisfy its share of the region's future housing needs, financial resources available to support the provision of affordable housing, and administrative resources available to assist in implementing the City housing programs.

A. Availability of Sites for Housing

According to the Regional Housing Needs Assessment, SCAG has assigned each community a share of the region's future need for housing for the period of 1998-2005. Therefore, an important component of the Housing Element is the identification of land resources and, in particular, whether it has or will have appropriate zoning, residential development standards, and services to accommodate the City's housing need.

Site Inventory.

Oxnard has prepared an inventory of vacant sites that could accommodate residential development and quantified site acreages by their General Plan Land Use Category. Vacant sites within the C-2 zone district and the Central Business District (CBD) are also included in this analysis as both districts provide for residential use, and the market is moving towards development of higher density housing in certain commercial areas. Development capacity is determined by multiplying vacant acreage by allowable density.

Future residential development capacity within the Sphere of Influence is also included. Although development within the Sphere of Influence may not necessarily occur during the 2000-2005 planning period, inclusion of the Sphere of Influence was designed to provide an accurate picture of total development capacity within the SOAR CURB line. This step was done to show that the potential development capacity is five times the RHNA and thus should not have a significant impact on land prices in the near future.

In addition to vacant land, the City also has significant development potential on underutilized land. Underutilized sites are defined as those developed with residential uses with significantly lower densities than that permitted under zoning. Therefore, under certain market conditions, developers could potentially recycle the land to higher density uses, thus providing additional capacity for future development. However, because of sufficient vacant land in Oxnard during this planning period, the City has not attempted to quantify the residential development potential on underutilized land at this time.

Finally, the vacant site inventory also contains the amount of vacant acreage associated with the Community Reserve Zone (C-R Zone) and Heavy Manufacturing (M-2) Zone. Vacant sites within these zones are provided, because State law requires an assessment of sites which are suitable for farm labor housing. Pursuant to the City's Zoning Code, the C-R and M-2 zone expressly permit farm labor housing pursuant to approval of special use permit. However the potential development capacity of these zones is not provided since they may range significantly based upon the SUP.

Chart 50 below estimates the amount of residential development capacity for each zone. Oxnard has over 1,780 acres of vacant land in its corporate boundaries and Sphere of Influence, both of which are in the SOAR boundaries, to accommodate housing. Thus, Oxnard could accommodate over 8,400 units within its corporate limits and over 7,500 units in its Sphere of Influence for a total capacity of nearly 16,000 new housing units. The majority of the lower-density development potential exists in the Sphere of Influence, while higher density development potential exists in Oxnard's corporate limits.

Upon completion of the land inventory, the City evaluated which sites may be suitable for development with affordable housing based upon a variety of factors, including compatibility with surrounding land uses, site accessibility, and suitability for higher density or clustered development. A total of 32 potential affordable housing sites have been identified, which include several affordable housing developments underway. Chart 51 summarizes the location, acreage, and zoning of each site. These potential sites include those located in the R-1, R-2-PD, R-3, CBD, C-2-PD, and C-R Zones. Additional acreage exists in both the M-2 and C-R zones for farm labor housing.

The purpose of specifically identifying these sites is to inform property owners and the development community of the potential to develop affordable housing and of the regulatory concessions and financial assistance available to facilitate development. However, not all of these sites would necessarily be developed with affordable housing. These potential sites will be designated with an Affordable Housing Overlay, the specifics of which are defined in Chapter 5 "the Housing Plan" of the Element.

Chart 50. Vacant Land Inventory

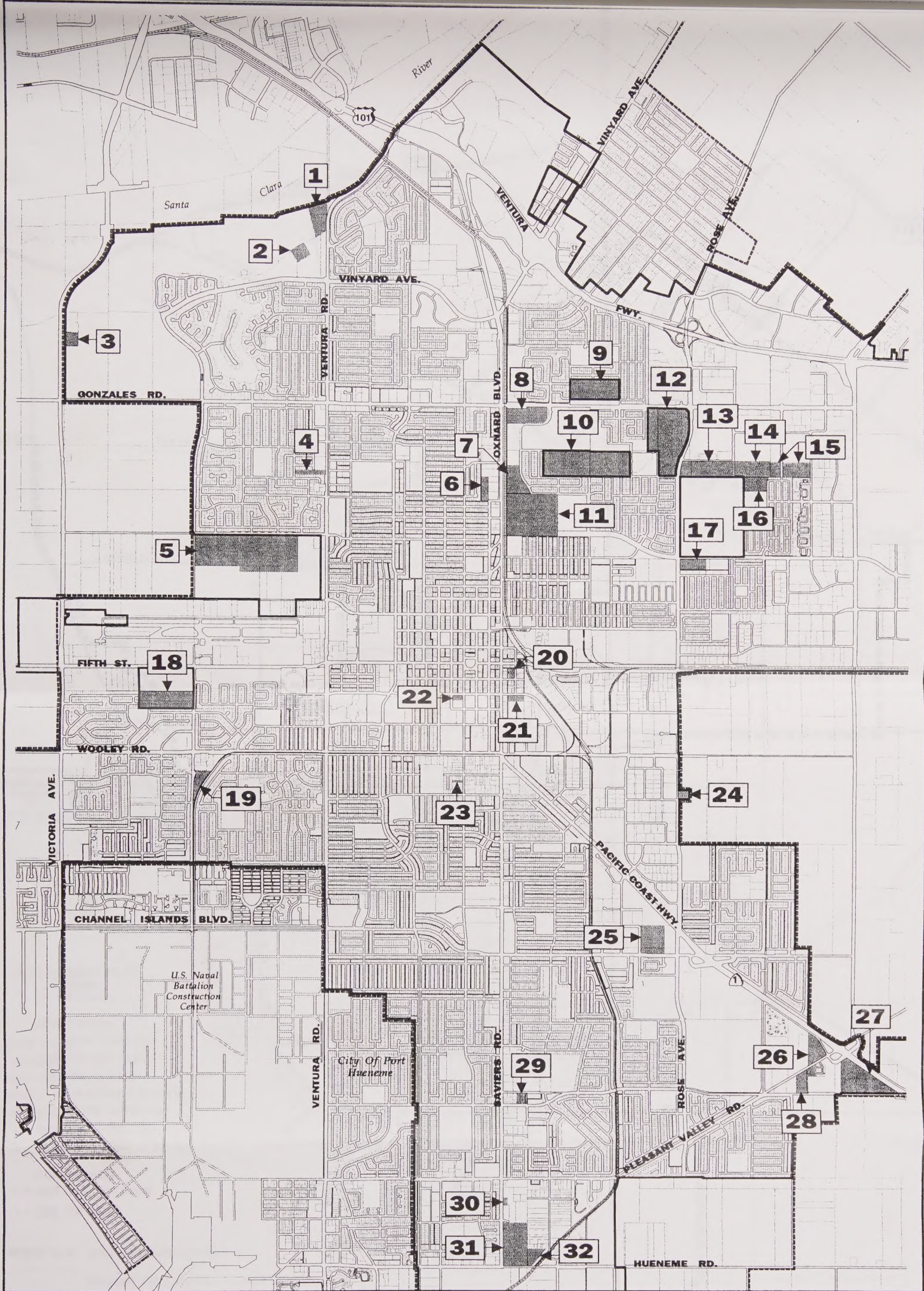
Land Use Category and Density	Density (du/acre)	Typical Density (du/acre)	City Limits		Sphere of Influence	
			Vacant Acreage	Total Units	Vacant Acreage	Total Units
Rural	1 – 4	2	-	-	23	46
Very Low	1 – 2	1.5	-	-	11	17
Low	3 – 7	6	265	1,590	283	1,698
Low-Medium	8-12	12	371	4,452	481	5,772
Medium	13 – 18	18	46	828	-	-
High	19 – 30	25	1.7	42	-	-
Commercial (C-2)	13 – 18	18	71	1,278	-	-
Commercial (CBD)	Up to 39	35	6	210	-	-
Comm. Reserve (C-R)	Varies	n.a.	126	varies	n.a.	n.a.
Manufacturing (M-2)	Varies	n.a.	95	varies	n.a.	n.a.
Total			982	8,400	798	7,533

Source: Oxnard Planning and Environmental Services Department – GIS Database, June 2000.

Chart 51. Potential Affordable Housing Sites

Site Number	Site Name (Location)	Area (acres)	Current Zoning
1	Ventura Rd & Santa Clara River	10.2	C-2-PD
2	W/o Ventura & N/o Vineyard Ave.	4.4	C-2-PD
3	Northwest Golf Course	3.0	N/A
4	Patricia at Oneida Pl.	2.9	R-1-PD
5	Teal Club Rd.	77.0	N/A
6	Robert & Oxnard Blvd.	4.0	C-P-D
7	Entrada Dr. & Morado Pl.	8.9	R-3-PD
8	Gonzales Rd. & Entrada Dr.	13.0	C-R
9	Indiana Dr. & Gonzales Rd.	18.9	N/A
10	Martin Luther King Jr. Dr. & Pinata Dr.	46.2	N/A
11	Oxnard Bl. & Camino Del Sol	46.6	C-R
12	Gonzales Rd. & Rose Av.	43.2	N/A
13	Rose Av. & Socorro Wy.	16.8	BRP
14	Williams Dr. & Cesar Chavez Dr.	11.5	R-2-PD
15	Lombard N/o Ocaso Pl.	11.4	R-2-PD
16	Kohala St. & Ocaso Pl.	6.8	R-1-PD
17	Rose & Camino Del Sol	5.7	C-2-PD
18	5 th St. at Patterson Rd.	20	N/A
19	Patterson Rd. at Wooley Rd.	5	C-O-PD
20	7 th St. & 'C' St.	1	CBD
21	Meta St. at 6 th St.	1.3	CBD
22	Meta St. at 7 th St.	2.2	CBD
23	Wolff St. at 'C' St.	0.5	R-3
24	Westar Dr. at Rose Av.	5.6	R-1
25	Channel Island Bl. & Dallas St.	15	M-L
26	HWY No.1 & Pleasant Valley Rd.	7	R-2-PD
27	HWY No. 1 & Etting Rd.	22.5	C-R
28	Site Adjacent to Colony MHP	7.2	C-R
29	Bard & Davis St.	2.4	R-1 & R-2
30	Savier Rd. N/o Clara St.	0.7	R-3
31	Savier Rd. & Hueneme Rd.	21.8	R-1-PD
32	381 Hueneme Rd.	4.2	R-3-PD

Source: City of Oxnard, 2000



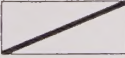
-  Potential Vacant Affordable Residential Sites
-  Oxnard City Boundary
-  Oxnard Sphere of Influence Boundary



Figure 7
Potential Affordable Residential Sites

Appropriateness of Sites.

State Housing law further requires that the Housing Element identify adequate sites which will be made available through appropriate development standards and zoning and with services and facilities, including sewage collection and treatment, domestic water supply, and septic tanks and wells needed to facilitate and encourage the development of a variety of types of housing that is affordable for all income levels. This section addresses how identified sites are appropriate for future residential development.

- **Development Standards.** Historically, the Department of Housing and Community Development (HCD) has focused on density levels that are necessary to encourage the market to develop affordable housing, based upon the rationale that lower per unit land costs are passed down to the consumer in the form of lower rents. In prior planning cycles, HCD used 24 units per acre, 18 units per acre, and 8 units per acre -- as the minimum density thresholds needed to encourage the **market** to produce housing affordable to very low, low, and moderate-income households respectively.

Although density levels affect the market's ability to produce affordable housing, the City has demonstrated that affordable projects for low and very low income households are consistently produced at 21 units per acre in commercial areas. The ability to produce affordable housing at lower than expected densities is due to the City's aggressive efforts at writing down land costs, waiving fees, and providing other regulatory incentives which lower the cost of development in return for deed restrictions to ensure that housing can be afforded by lower income residents.

- **Current Zoning.** Furthermore, current zoning is not a constraint to the development of projects affordable to lower-income households. This is because the C-2 zone conditionally allows residential uses, while the CBD conditionally permits residential and mixed use developments. Given the dwindling supply of multi-family residential land, the market is moving to development of vacant or obsolete commercial properties for residential use. The following chart outlines recent affordable projects constructed at varying density levels within residential and commercial districts.

Chart 52: Examples of Affordable Housing Projects

Project	Villa Solimar	Casa Marina	Heritage Park	Tierra Vista	Casa San Juan
Type	Apartments	Condos	SingleFamily	Apartments	Apartments
Land Use	Commercial	Commercial	Commercial	Residential	Residential
Total Units	32	95	28	404	64
Gross Acres	1.5	2.75	1.3	22.5	3.0
Gross Density	21.3	34.6	21.5	17.9	21.3
Affordability					
Very Low	16 units	15 units	8 units	20 units	63
Other Low	16 units	9 units	15 units	20 units	1

Source: City of Oxnard, 2000

- **Sewer and Water.** Availability of sufficient sewer and water capacity is needed to support the development of housing, including affordable housing. According to the General Plan, capacity will be increased to nearly 40 million gpd at the Oxnard Wastewater Treatment Plant and 75.4 million gpd at the Public Works Wastewater Division. Phase II expansion will be timed according to actual treatment demands experienced, but is presently expected to be operational by the Year 2000. The proposed expansion will accommodate population needs of over 230,000 persons.

According to the General Plan, the City has adequate capacity to meet projected demand for water at adequate fire flow levels as new customers come on line. To fund infrastructure improvements, Oxnard has established a Water Enterprise Fund and customer user fees to pay for operations, maintenance and capital costs associated with water supply and distribution. The City also collects water connection fees and/or requires developers to build improvements to expand the water transmission and distribution system to accommodate new customers.

- **Public Service Provision.** According to the Growth Management Element of the City's adopted 2020 General Plan, the City intends that public facilities and services needed to support development be available concurrent with the impacts of such development. Therefore, with respect to local or regional facilities or infrastructure needed to accommodate growth, the necessary facilities and services must either (1) be in place at the time a development permit is issued, (2) be under construction at the time a permit is issued, or (3) be in place when the impacts occur pursuant to an enforceable development agreement or conditional permit.

In order to determine consistency with these minimum requirements on a project-by-project basis, the City sets forth a Five Year Development Plan which provides a realistic and financially feasible funding system, based on currently available and reasonably anticipated funding sources, adequate to serve the anticipated levels of development. Infrastructure and public service programs reviewed as part of the Development Plan include: circulation, wastewater, water supply, flood control/storm drain, solid waste facilities, schools, parks and recreation, and community facilities.

- **Environmental Issues.** Oxnard maintains standard environmental policies and procedures to ensure that proposed projects meet applicable guidelines. New development projects which may have a significant impact on infrastructure systems or adjoining neighborhoods are required to undergo City review. City staff reviews site plans, elevations, and other project information to determine a project's consistency with City requirements, relationship to adjacent land uses, type of environmental clearance needed, and other items described in Chapter 3. These procedures are standard for many jurisdictions throughout the State of California.

Site Suitability -- Farmworker Housing.

Oxnard currently has a total of over 200 acres of vacant land that is zoned M-2 or C-R that could accommodate farm worker housing, including housing for migrant workers. As noted in Chapter 2, the City's farmworker labor force consists of 6,900 permanent and 4,500 seasonal workers, of which 1,150 persons are estimated to be migrant labor. The majority of housing need for farm workers, similar to other very-low income families, is addressed through the provision of subsidized housing throughout the community.

The Oxnard Zoning Code permits farm labor housing in either the M-2 or the C-R zones. In the M-2 manufacturing zone, the Zoning Code allows labor housing, which is a licensed permanent group housing facility for 100 or more male agricultural workers. The CR zone is designed to allow housing on farms of not less than 40 acres as follows: (1) a mobile home for temporary housing for a caretaker or ranch foreman; and (2) housing for farm workers employed and working on the premises and their families. Permission for farm worker sites is granted pursuant to obtaining a special use permit.

The City has 300 to 400 beds of migrant labor housing on a 4-acre site on 5th Street. Assuming that no migrant labor rent other affordable housing in the community (e.g., mobile homes, second units, or room additions), there may be an unmet housing need for up to 800 workers. If so, 8 to 10 acres of vacant land would be needed to build group housing facilities that could accommodate any remaining migrant labor housing needs. Currently, the City has over 200 acres of vacant land that permits farm worker housing.

The City has policies, adopted by City Council resolution, to ensure that potential sites for farm worker housing are suitable for the use proposed and that the proposed use (e.g., farm worker housing) would not create significant impacts nor be subject to significant impacts from adjacent land uses. In light of the above considerations, the City will review the provisions of the M-2 and C-R zone and determine whether or not the existing provisions are adequate to provide for farm labor housing, adequate on-site facilities, and compatibility with the activities on adjacent parcels.

Construction Activity.

The Regional Housing Needs Assessment (RHNA) was prepared by SCAG for the 2000-2005 planning period. As part of this process, SCAG requires each community to identify sites for a certain number of housing units from 1998-2005. Housing given a final occupancy inspection from January 1, 1998 onward can be credited towards this requirement. According to City records, the City has made the following progress.

The City has directly subsidized or facilitated the production of affordable housing units as described below in Chart 53. The City also issued final occupancy inspections for 980 single-family units, of which 80% are assumed affordable to moderate income households and 20% are affordable to upper income households. Chart 53 below summarizes the deed-restricted production undertaken since January 1, 1998 which has or will be completed and issued a final inspection by the Year 2005.

Chart 53: Deed Restricted Affordable Units

Project	Type of Housing	Affordability Level of Units			
		V-Low	Low	Moderate	Total
Built 1998-1999*					
Vineyard	Apartments	62	--	--	62
Casa Merced	Apartments	40	--	--	40
Casa Marina**	Condominiums	3	--	--	3
Villa Carmel	Single-Family	8	11	14	33
Sorrento	Single-Family	9	16	0	25
Heritage Park	Townhomes	8	15	5	28
Construction*					
Tierra Vista	Apartments	20	20	--	40
Palm Terrace	Apartments	22	0	0	22
Gateway	Apartments	106	0	0	106
El Paseo	Single-Family	30	160	--	190
Pacific Breeze	Single-Family	0	0	6	6
Mobilehomes	Mobilehomes	4	7	0	11
Aldea Del Mar	Single-Family	7	8	15	30
Planning Stage					
Meta Street	Pending	52	0	0	52
Hueneme Road	Pending	58	0	0	58
Mercy Charities	Apartments	72	0	0	72
Northwest Golf	Pending	54	0	0	54
Total Credit toward RHNA		557	237	40	834

Source: Oxnard Housing Authority, 2000.

- * Deed-restricted
- ** Remaining 25 units in project issued final inspection before 1/98.

Comparison of Sites Versus RHNA.

Considering that approximately 8,500 housing units can be accommodated on vacant residential sites within the City's incorporated boundaries, Oxnard has designated adequate residential sites to address its remaining regional housing needs requirement. The more important issue is whether the planning targets for new housing for each affordability level can also be met as well as the City's special housing needs.

Affordable Housing. The City has produced affordable projects at 21 units per acre for apartments and significantly lower densities for single-family projects. Assuming that land designated for high density development, factory built, and apartments is developed in commercial zones, the City can accommodate 1,715 affordable units in those areas. Additional capacity is available in the medium density zones, where the City has an established track record of producing affordable projects, such as the El Paseo project. Thus, the City can meet the RHNA allocation of 1,286 lower-income housing units.

Market Rate Housing. With respect to moderate and upper income housing, the RHNA requirement can be satisfied through the development of homes in the low and low-medium density zones. Furthermore, Oxnard has a significant number of market-rate projects in the pipeline which have not been yet credited toward the RHNA. In either case, the combination of substantial ongoing projects and remaining vacant land resources are adequate to meet the market-rate housing requirements of the RHNA.

Special Needs Housing. Finally, the City's need for farm worker housing can be met through its reserve of vacant C-R and M-2-zoned land. As demonstrated in Chapter 2, the City's migrant farm workers are estimated at 1,150. With 220 acres of vacant land that could accommodate farm labor housing, existing migrant labor housing providing 400 beds, programs to revising the zoning code with respect to farm worker housing need and site compatibility, the need for migrant farm labor housing is met.

Chart 54 below summarizes the City's RHNA, the credits available for construction during the planning period, the remaining RHNA after credits have been applied, and remaining site capacity. As shown below, the City has adequate site capacity for housing to be built at each level of affordability to accommodate the RHNA for 1998-2005.

Chart 54: Revised RHNA Requirement

Income Level	Revised RHNA	Low Income Units Built or Planned	Balance of RHNA (Need)	Potential Capacity for Development
Very Low	797	557*	240	2,543
Low	489	237*	252	
Moderate	505	799**	-294	4,452
Upper	1,507	196**	1,311	1,590
Total	3,298	1,789	1,509	

- Includes units planned for development as shown in Chart 53.
- ** Units in construction or processing pipeline are not included

B. Financial Resources

The City has access to a variety of local, state, federal, and private resources that can be used for affordable housing activities. The following section describes the four most significant housing funding sources used in Oxnard – CDBG, redevelopment set-aside funds, HOME, and local in-lieu funds. Chart 54 summarizes these and additional funding sources available to support implementation of the City housing programs.

1. Community Development Block Grant (CDBG) Funds.

Through the CDBG program, HUD provides funds to local governments for a range of community development activities. The eligible activities include, but are not limited to: acquisition and/or disposition of real estate or property, public facilities and improvements, relocation, rehabilitation and construction (under certain limitations) of housing, home ownership assistance, and also clearance activities. In addition, these funds can be used to acquire or subsidize at-risk units. Oxnard receives approximately \$3.0 million annually from the CDBG program for a range of activities.

2. Redevelopment Set-Aside

State law requires redevelopment agencies to set-aside 20% of tax increment revenue generated from redevelopment projects for activities that increase, improve, or preserve the supply of affordable housing. Affordable housing developed with 20% tax-set-aside funds must remain affordable to the targeted income group for at least 15 years for rental housing and 10 years for ownership housing. According to the Redevelopment Implementation Plan, the Oxnard CDC generates an average of approximately \$875,000 annually in tax increment set-aside funds for affordable housing activities.

3. HOME Investment Partnership Program

The City receives an annual entitlement under the HOME program. HOME funds can be used to promote affordable rental housing and lower-income homeownership, including but not limited to: building acquisition, new construction, reconstruction, moderate or substantial rehabilitation, first-time homebuyer assistance, and tenant-based assistance. A federal priority for use of these funds is preservation of at-risk housing stock. A city must also provide matching contributions on a sliding scale: 25% local share for rental assistance or rehabilitation, 33% for substantial rehabilitation, and 50% for new construction. The City receives approximately \$800,000 in HOME funds annually.

4. In-Lieu Fees

The City's Affordable Housing Ordinance requires developers to set aside a portion of units in each development for affordable housing or pay an in-lieu fee. The current balance of in-lieu fees is approximately \$885,000 as of the year ending 2000. According to the OHD, the projected funding for in-lieu fee contributions will vary. Funding levels range widely, from \$866,000 in 2001 to a peak of \$1.55 million in 2003. Over the five year planning period, the Oxnard Housing Authority anticipates that approximately \$4.4 million will be available for affordable housing activities.

Chart 55: Financial Resources for Housing Activities

Program Name	Description	Eligible Activities
1. Federal Programs		
Community Development Block Grant (CDBG)	Grants awarded to the City on a formula basis for housing and community development activities.	• Acquisition • Rehabilitation • Home Buyer Assistance • Economic Development • Homeless Assistance • Public Services
HOME	Flexible grant program awarded to City on a formula basis for housing activities.	• Acquisition • Rehabilitation • Home Buyer Assistance • Rental Assistance
Emergency Shelter Grants (ESG)	Grants awarded to City to implement a broad range of activities that serve homeless persons.	• Shelter Construction • Shelter Operation • Social Services • Homeless Prevention
Section 8 Rental Assistance Program	Rental assistance payments to owners of private market rate units on behalf of very low income tenants.	• Rental Assistance
Section 202	Grants to non-profit developers of supportive housing for the elderly.	• Acquisition • Rehabilitation • New Construction
Section 811	Grants to non-profit developers of supportive housing for persons with disabilities, including group homes, independent living facilities and intermediate care facilities.	• Acquisition • Rehabilitation • New Construction • Rental Assistance
Section 203(k)	When rehabilitation is involved, a lender typically requires the improvements to be finished before a mortgage is made. This program provides a long-term, low interest loan at fixed rate to finance acquisition and rehabilitation of the property.	• Land Acquisition • Rehabilitation • Relocation of Unit • Refinance Existing Indebtedness
Section 108 Loan	Provides loan guarantee to CDBG entitlement jurisdictions for pursuing large capital improvement projects. Maximum loan amount can be up to five times the jurisdiction's most recent annual allocation. Maximum loan term is 20 years.	• Acquisition • Rehabilitation • Home Buyer Assistance • Economic Development • Homeless Assistance • Public Services
Mortgage Credit Certificate Program	Income tax credits available to first-time homebuyers to buy new or existing single-family housing. Local agencies (County) make certificates available.	• Home Buyer Assistance

Chart 55: Financial Resources for Housing Activities

Program Name	Description	Eligible Activities
Low Income Housing Tax Credit (LIHTC)	Tax credits are available to persons and corporations that invest in low-income rental housing. Proceeds from the sale are typically used to create housing.	• Construction of Housing
Shelter Plus Care Program	Grants for rental assistance that are offered with support services to homeless persons living with disabilities.	• Rental Assistance • Homeless Assistance • Support Services
Supportive Housing Program (SHP)	Grants for development of supportive housing and support services to assist homeless persons in the transition from homelessness.	• Transitional Housing • Housing for the Disabled • Supportive Housing • Support Services
Farm Labor Housing Loan and Grant	Capital financing for farmworker housing. Loans are for 33 years at 1% interest. Housing grants may cover up to 90% of the development costs of housing.	• Purchase • Development • Improvement • Rehabilitation
2. State Programs		
Proposition 1A	Potential buyers or tenants of affordable housing projects are eligible to receive downpayment assistance or rent subsidies at amounts equivalent to the school fees paid by the housing developer.	• Downpayment Assistance • Rental Assistance
Emergency Shelter Program	Grants awarded to non-profit organizations for shelter support services.	• Support Services
Multi-Family Housing Program (MHP)	Deferred payment loans for new construction, rehabilitation and preservation of rental housing.	• New Construction • Rehabilitation • Preservation
California Housing Finance Agency (CHFA) Rental Housing Programs	Below market rate financing offered to builders and developers of multiple-family and elderly rental housing. Tax exempt bonds provide below-market mortgages.	• New Construction • Rehabilitation • Acquisition of Properties from 20 to 150 units
California Housing Finance Agency Home Mortgage Purchase Program	CHFA sells tax-exempt bonds to make below market loans to 1 st time homebuyers. Program operates through participating lenders who originate loans for CHFA.	• Homebuyer Assistance
California Housing Rehab Program - Owner Component (CHRP)	Low interest loans for the rehabilitation of substandard homes owned and occupied by lower-income households. City and non-profits sponsor rehabilitation projects.	• Rehabilitation • Repair of Code Violations, Accessibility Improvements, Room Additions, etc.
Supportive Housing/Minors Leaving Foster Care	Funding for housing and services for mentally ill, disabled and persons needing support services to live independently.	• Supportive Housing • Foster Care

Chart 55: Financial Resources for Housing Activities

Program Name	Description	Eligible Activities
California Farmworker Housing Grant Program	Provides matching grants to assist development of various types of housing (renter - and owner-occupied) projects for agricultural worker households.	• Land Acquisition • Site Development • Construction • Rehabilitation
Self-Help Housing	Provides non-profits with money for self-help construction supervision, loan packaging and homebuyer education.	• Construction Supervision • Loan Packaging • Homebuyer Education
Downtown Rebound	Funding to facilitate infill development and conversion of commercial buildings for "live-work" spaces.	• Rehabilitation • Conversion
3. Local Programs		
Redevelopment Housing Fund	State law requires that 20 percent of Redevelopment Agency funds be set aside for a wide range of affordable housing activities governed by State law.	• Acquisition • Rehabilitation • New Construction
Tax Exempt Housing Revenue Bond	The City can support low-income housing by issuing housing mortgage revenue bonds requiring the developer to lease a fixed percentage of the units to low income families at specified rental rates.	• New Construction • Rehabilitation • Acquisition
Pacific Housing Finance Authority	As a member of PHFA, prospective buyers will select homes purchased by PHFA, enter into a purchase agreement, and assume the home after 38 months.	• Home Purchase
In-lieu Fees	The City's requires developers to set-aside a portion of units affordable to lower-income households or pay an in-lieu fee. These monies are earmarked to support the construction of new affordable housing	• New Construction
4. Private Resources/Financing Programs		
Federal National Mortgage Association (Fannie Mae)	• Fixed rate mortgages issued by private mortgage insurers.	• Home Buyer Assistance
	• Mortgages which fund the purchase and rehabilitation of a home.	• Home Buyer Assistance • Rehabilitation
	• Low Down-Payment Mortgages for Single-Family Homes in under served low-income and minority cities.	• Home Buyer Assistance
Savings Association Mortgage Company Inc.	Pooling process to fund loans for affordable ownership and rental housing projects. Non-profit and for profit developers contact member institutions.	• New construction of rentals, cooperatives, self help housing, homeless shelters, and group homes

Chart 55: Financial Resources for Housing Activities

Program Name	Description	Eligible Activities
California Community Reinvestment Corporation (CCRC)	Non-profit mortgage banking consortium designed to provide long term debt financing for affordable multi-family rental housing. Non-profit and for profit developers contact member banks.	• New Construction • Rehabilitation • Acquisition
Federal Home Loan Bank Affordable Housing Program	Direct Subsidies to non-profit and for profit developers and public agencies for affordable low income ownership and rental projects.	• New Construction
Freddie Mac	Home Works - Provides 1 st and 2 nd mortgages that include rehabilitation loan. City provides gap financing for rehabilitation component. Households earning up to 80% MFI qualify.	• Home Buyer Assistance combined with Rehabilitation

In terms of funds from the State of California to support affordable housing, the Governor recently signed the largest housing budget in the State's history for about \$500 million. The most heavily funded programs are as follows: Rental Housing (\$177 million), Community Amenities/Development Incentives (\$110 million), Ownership Housing (\$100 million), Farm Worker Housing (\$43 million), Emergency Housing Assistance (\$32 million), and Supportive Housing/Minors Leaving Foster Care (\$25 million).

C. Administrative Resources

Described below are public and non-profit agencies that can serve as resources in the implementation of housing activities in Oxnard. These agencies play an important role in meeting the housing needs of the City. In particular, they are critical in the production of affordable housing and the preservation of at-risk housing units in Oxnard.

Oxnard Community Development Commission (CDC): The CDC is responsible for coordinating activities within the City's five redevelopment project areas: Central City, Downtown (R-108), Southwinds, Ormond Beach, and the HERO project area. The CDC is active in the rehabilitation and production of low- and moderate-income housing through a variety of programs and projects, including financial assistance for new construction, rehabilitation assistance, and the first-time homebuyer program.

Oxnard Housing Department: Through its Housing Authority, it provides low rent public housing units and Section 8 rent subsidies to low-income families and seniors. Through its citywide programs, it offers the following: rehabilitation loans and grants, closing cost assistance to lower-income households, financial assistance to non-profits for the construction of affordable housing, and housing-oriented services, assistance with bond-financing for groups seeking financing for affordable multi-family units, coordination and funding assistance of programs for the homeless, etc.

Cabrillo Economic Development Corporation (CEDC): The Cabrillo Economic Development Corporation (CEDC) is an active affordable housing developer in Ventura and Santa Barbara counties. CEDC was involved in constructing the 32-unit Villa Solimar project in Oxnard. Its projects include single-family homes, cooperative housing, and rental developments. CEDC also has construction, property management, home ownership, counseling, and community building divisions.

Mercy Charities Housing California: Mercy Charities is a statewide affordable housing developer who places an emphasis on rental developments. Mercy contracts for its construction, has its own management divisions, and emphasizes the provision of various services for its residents. Mercy has three projects in Oxnard: (1) the 64-unit Casa San Juan project; (2) the 40-unit senior project, Casa Merced, and (3) a third family project of 72 units which is in the planning stages.

Habitat for Humanity of Ventura County: Habitat for Humanity is a non-profit, Christian organization dedicated to building affordable housing and rehabilitating damaged homes for low-income families. Habitat builds and repairs homes for families with the help of volunteers and homeowner/partner families. Habitat homes are sold to partner families at no profit with affordable, no-interest loans. Volunteers, churches, businesses, and other groups provide most of the labor for the homes.

Ventura County Commission on Human Concerns. This organization is a private, nonprofit corporation and licensed contractor, actively providing minor home repair, appliance repair or replacement, home rehabilitation, energy conservation, and preservation of at-risk housing units for lower-income families. The Commission also operates the Oxnard First-Time Homebuyers program and provides downpayment assistance to facilitate the purchase of homes for low and moderate-income families.

D. Opportunities for Energy Conservation

Utility-related costs can directly impact the affordability of housing in Southern California. However, Title 24 of the California Administrative Code sets forth mandatory energy standards for new development, and requires adoption of an "energy budget." In turn, the home building industry must comply with these standards while localities are responsive for enforcing the energy conservation regulations.

The following are three alternative ways to adequately address these energy standards. The first alternative is the passive solar approach which requires proper solar orientation, appropriate levels of thermal mass, south facing windows, and moderate insulation levels. The second alternative generally requires higher levels of insulation than Alternative 1, but has no thermal mass or window orientation requirements. The third alternative also is without passive solar design but requires active solar water heating in exchange for less stringent insulation and/or glazing requirements.

Additional energy conservation measures are as follows: (1) locating the home on the northern portion of the sunniest portion of the site; (2) designing the structure to admit the maximum amount of sunlight into the building and to reduce exposure to extreme weather conditions; (3) locating indoor areas of maximum usage along the south face of the building and placing corridors, closets, laundry rooms, power core, and garages along the north face; and (4) making the main entrance a small enclosed space that creates an air lock between the building and its exterior; orienting the entrance away from winds; or using a windbreak to reduce the wind velocity against the entrance.

Utility companies serving Oxnard offer programs to promote energy conservation and assist lower income customers. Under the Low-Income Energy Efficiency programs, Edison offers eligible customers services of weatherization, efficient lighting and cooling, refrigerator replacement, and energy education. In addition, Edison provides a 15 percent discount on electric bills for low-income customers through its California Alternate Rates for Energy (CARE) program. Southern California Gas Company also offers two direct assistance programs to limited income customers: 1) a no-cost weatherization (such as attic insulation and water blankets), and 2) a no-cost furnace repair and replacement service. The Gas Company also participates in the State CARE program, providing low-income customers with a discount on the gas bills.

Ventura County Commission on Human Concerns and Community Development (CHC) Corporation, a licensed contractor, contracts with utility companies, to provide the energy conservation services indicated under the LIEE program and under contracts with the California Department of Community Service and Development. CHC also provides gas and electric utility payment assistance and education for low-income customers through the Low-Income Home Energy Program from the State and the EAF/EAG funded by the utility companies and distributed through the United Way.

5. HOUSING PLAN

Sections Two through Four of the Housing Element reviewed the City's housing needs as well as the opportunities and constraints related to addressing this identified need. This section begins with an evaluation of the accomplishments of the 1995 Housing Element. Following the assessment, the Housing Plan presents the goals, policies, and programs to address housing needs during the 2000 to 2005 planning period.

A. Program Evaluation

Both the 1989 and revised 1995 Housing Element set forth various goals, policies, programs and objectives to address the development, maintenance, and improvement of housing in Oxnard. An important step in developing a future housing strategy is to critically evaluate the success of the current housing element in addressing these needs. This information forms the basis for developing goals, policies, and programs for the 2000-2005 planning period. These goals are briefly summarized below:

Goal #1: Housing Stock Improvement

Goal #2: Housing Production

Goal #3: Housing Assistance and Special Needs

Goal #4: Equal Housing Opportunity

Oxnard's housing goals have been implemented through numerous policies, programs, and funding. As part of updating the Housing Element, communities are required to report on progress toward meeting objectives for the prior five-year housing element planning period (originally the 1989-1994 RHNA period for the SCAG region). Because the State Legislature delayed the planning cycle due to funding restrictions and the recession, the prior housing element planning period was extended through 2000.

Nonetheless, the City of Oxnard prepared and adopted its last housing element in 1995. Since the last official updated Housing Element was "statutorily required" in 1989 and the housing element period was extended to ten years by the State Legislature, the present Housing Element reports on progress made from 1989 through Year 2000. Chart 56 summarizes progress in implementing the Housing Element. The following discussion focuses on the progress made toward the goals and objectives, their effectiveness, and appropriateness for the present Housing Element planning period.

Chart 56: Summary of Housing Element Accomplishments

Goal/Action		Objective	Progress/Achievement 1989-present
1. Housing Stock Improvement			
a.	Rehabilitation Program	170 homes, 130 apartments, and 60 mobile homes	City supported rehabilitation of 127 single-family homes, 756 apartment units (629 in Southwinds), and 215 mobile home units.
b.	Modernization Program	No Objective	Modernized 54 public housing units
c.	Affordable Units saved - -conversion/demolition	No Objective	83 units demolished and no units converted. Replacement of demolished units pending.
d.	Code Enforcement	225 inspections/yr	Approx. 450 inspections annually
2. Housing Production			
a.	Second Unit Ordinance	Revision	Program Not Revised, 2 units granted
b.	Density Bonus		Program Implemented, No Bonuses Issued
c.	Production (units)		
	Very Low Income	745 revised	The City restricted 328 units as affordable to lower income households (included below). 775 apartment units were built which are generally affordable to low-income households.
	Low-Income Units	974 revised	
	Moderate-Income	1,101 revised	188 townhomes and condominiums were built, generally affordable to moderate income and 2,731 single family homes were constructed which are either affordable to moderate- or upper-income households, unless subsidized.
	Upper-Income Units	1,534 revised	
3. Housing Assistance & Special Needs			
a.	Home Assistance	800	County issued 41 mortgage credit certificates City funded 129 lower income households
b.	Section 8 Assistance	500	Provided 406 additional Section 8 certificates for two at-risk complexes that opted out
c.	Public Housing	n.a.	Continued to provide 780 units
d.	Preservation of At-Risk	2,569 units	Lost two complexes offering 418 units but replaced it with 406 Section 8 certificates; provided financing to preserve two additional.
e.	Homeless Services	Increase	Won HUD-award for management
4. Fair and Equal Housing Opportunity			
a.	Fair Housing Service	End to discrimination	Provide Fair Housing Services free
b.	Address Discrimination		Perform Fair Housing Studies
c.	End Discrimination		Adopted policies prohibiting discrimination

Goal #1: Housing Stock Improvement

A major theme of the 1995 Housing Element was to improve the housing stock through several major efforts: (1) code enforcement programs; (2) rehabilitation loan programs; and (3) preservation/conservation of affordable housing. These goals were implemented through the following three major program areas – code enforcement efforts, rehabilitation loans and grants, and various conservation and replacement programs. These efforts were designed to improve and conserve the supply of affordable housing.

Significant progress has been made in maintaining and improving the existing housing stock since the last Housing Element was adopted. Code enforcement activities were implemented on a citywide basis, in CDBG-targeted neighborhoods, along distressed corridors, and in Redevelopment Project areas (e.g., the Southwinds neighborhood). The Code Enforcement program is also linked with each residential neighborhood through active volunteer patrols and involvement from local groups. Code enforcement averages approximately 450 inspections on substandard homes on an annual basis.

While code enforcement is an effective means for identifying substandard structures, the City provides funds to finance the repair and rehabilitation of residential structures. In the 10-year planning period, the Housing Department contributed \$3 million to improve 127 single-family homes, 215 mobile homes, and estimated 756 multifamily units. The majority of multi-family units applications were submitted from the Southwinds neighborhood, a redevelopment project area. Moreover, the OHD implemented a public housing program to modernize 54 public housing units during the planning period.

Oxnard's efforts in conserving the supply of affordable housing were largely successful. The City's condominium conversion ordinance, the coastal zone policies, and mobile home park zoning have been largely successful. The Lemon Tree Hotel containing 83 very low income units was demolished. Pursuant to the RDA's legal obligation, some of the units have been replaced and projects are pending for the remaining units. Secondly, a former farm labor camp and homeless shelter, the Zoe Christian Center, was demolished – resulting in a loss of approximately 130 shelter beds.

With respect to the status of multifamily housing units assisted under federal, state and local programs, progress has been significant. During the previous planning period, the Holiday Manor and Rancho Ellen project, which together offered 418 subsidized units, were lost from the community's stock of affordable housing. This loss was nearly offset by the addition of 406 new Section 8 vouchers and certificates at those complexes. Moreover, the City held TEFRA hearings for the refinancing two at-risk projects.

Taken together, the City's housing stock improvement policies have been largely effective in maintaining, improving, and conserving the City's affordable housing stock. Code enforcement has helped maintain the existing quality of the City's neighborhoods. Housing conservation policies have been effective in rehabilitating a significant number of homes, particularly in the Southwinds neighborhood, a redevelopment project area. Preservation policies have protected affordable housing units through redevelopment obligations, additional Section 8 certificates and vouchers, or new construction.

Goal #2: Housing Production (RHNA)

For the 1989-1994 Housing Element planning period, SCAG determined that Oxnard's share of the region's future housing need (the RHNA) was 4,354 housing units for the 1/88 – 6/1994 period or an advisory allocation of 3,926 for the 6/89 thru 6/1994 period. The difference in time periods was due to the addition a one and one-half year period when the RHNA was being developed – a period of time known as the “gap” period. Specific targets for affordability were also set forth for both advisory and revised totals.

In addressing the RHNA, communities are not required to produce or build new housing. Instead, communities are required to encourage development through various programs. To address the RHNA, the 1995 Housing Element set forth several policies to stimulate market and government-assisted production. These policies included a second unit ordinance, General Plan amendments to increase density, a density bonus program, and various regulatory incentives. Moreover, the 1995 Element set forth a goal of developing an Affordable Housing Incentives Program to stimulate production of affordable housing.

Progress toward these goals has been mixed. On the one hand, neither the Second Unit Ordinance amendment nor the General Plan amendments were completed. Furthermore, no density bonuses have been granted during the 1990s. Therefore, during the late 1990s, the City passed several inter-related policies that would stimulate affordable housing in locations and situations that were deemed to be more appropriate. In 1999, Oxnard adopted an affordable housing ordinance and density bonus program. Furthermore, the City adopted an in-fill housing ordinance and in-lieu fee program.

Progress toward the RHNA can be measured by reviewing records of the number of units over the past decade. According to the State Department of Finance, 3,694 new housing units were built during the revised period (1/88-12/97). The affordability of these units can be estimated by the affordability matrix presented earlier coupled with City records on the number of publicly assisted units as follows:

- The City restricted 140 multi-family units and 188 single-family units as affordable to lower income households (some of which are in the groupings below).
- 775 apartment units were constructed which, based upon the affordability, are on average generally affordable to lower-income households.
- 188 townhomes and condominiums were built, which are generally affordable to moderate income households, except for those subsidized.
- 2,731 single family homes were constructed which are either affordable to moderate- or upper-income households, unless subsidized.

Several factors were responsible for the shortfall in housing production. First, the RHNA targets were based upon a projection of growth rates that were artificially inflated by continuing federal tax credits, a continuing strong and rapidly inflating housing market, and over-optimistic employment projections. Following adoption of the RHNA, Southern California was affected by military base closures, a severe economic recession, and significant depression of home values. Therefore, without sufficient underlying demand for new housing, the RHNA planning goals assigned by SCAG were unrealistic.

Goal #3: Housing Assistance and Special Needs

The 1995 Housing Element specified several policies to provide housing assistance to lower-income households and populations with special housing needs. The City assists lower-income households through Section 8 assisted units and public housing units. Moreover the City instituted policies to subsidize housing projects to ensure affordability. Lastly, the City of Oxnard also set forth aggressive goals to produce housing that was affordable to various special needs populations as detailed below in Chart 57.

With respect to subsidized housing, the City has not added additional public housing units to its existing stock of 780 units. With respect to Section 8 units, Holiday Manor and Rancho Ellen project (which together offered 418 subsidized units), opted out; however, the City offset this loss with the addition of 406 new Section vouchers. OHD issued multi-family revenue bonds for the Seawind Apartments, and held TEFRA hearings for the Heritage Park and 10-0-1 Apartments. Also provided was gap financing for three affordable developments -- Villa Solimar, Casa San Juan, and Casa Merced.

To help transition renters into homeowners, the OHD began a new homeownership assistance program in 1993 for qualified lower-income families. The program started with 10 2nd mortgages of \$40,000 each at no interest to low-income buyers at the Village of San Miguel. This was followed by assistance for 12 families residing at Puerta del Sol with loans of \$37,500 each. In 1995, the City also implemented a \$5,000 downpayment and closing cost matching grant for low-income homebuyers. Taken together, these programs benefited 129 households over the planning period.

Oxnard has developed a comprehensive strategy for addressing the needs of homeless persons which is modeled after HUD's continuum of care system of residential and supportive services. Although the Zoe Christian Center was demolished, recent years have seen the receipt of more ESG funding and an increase in emergency and transitional housing. Progress was most evident in 1996, when HUD awarded a "Blue Ribbon Practices in Housing and Community Development" for the City's "extremely well managed and executed" program to serve the needs of the homeless population.

Because of the magnitude of special needs in Oxnard, the 1995 Housing Element intended to ensure that new affordable units were built for lower-income and special needs people and families. The need groups selected were determined to have a high level of existing housing needs of overcrowding or overpayment. Funding limitations prevented the City from reaching the City's goals as summarized in Chart 57.

Chart 57: Comparison of 1995 Housing Element Targets and Progress (1989-1997)

Special Need Groups	1995-2000 Goal	New Units
Permanent Farm Labor	551	9
Large Families	468	215
Seniors/Disabled	204	24
Female-Headed Hhlds	133	14
Small Families	363	107
Total Provided	1,719	369

Source: Oxnard Housing Department, June 2000

Goal #4: Fair and Equal Housing Opportunity

Oxnard's policy on fair and equal housing opportunity is to discourage discrimination in the sale or rental of housing on the basis of race, religion, color, ancestry, national origin, age, sex, sexual orientation, family type, handicap or minor children. With respect to subsidized housing programs, the OHD therefore has policies that prohibit discrimination on the basis of membership in any one of these legally protected classes. Taken together, these various policies help ensure fair and equal opportunity in housing.

To implement these policies, the City periodically prepares its own Fair Housing Assessment and address the findings from Assessment. As a result, the City now provides fair housing services free of charge to homeseekers as well as fair housing training to property managers, realtors, tenant organizations, etc. The fair housing agency has also coordinated the processing and resolution of discrimination complaints with the Department of Fair Employment and Housing where appropriate. The City is currently updating its Analysis of Impediments to Fair Housing Choice Study.

Summary of Efforts

Oxnard has made significant progress toward meeting the goals and objectives set forth in the 1995 Housing Element. With respect to housing stock maintenance, substantial progress was made in code enforcement inspections and rehabilitation loans, although the goals specified in the 1995 Element were only for a shorter five-year period. Significant progress was also made in providing housing assistance and replacing or helping to prevent at-risk units from being lost to the affordable housing stock. The largest shortfalls were homeownership assistance, inadequate demand to support RHNA targets, and a shortfall in the goals set forth for special needs groups.

Several recently enacted programs (as of 1999 or 2000) as well as several new programs will be implemented during the present planning period. The inclusionary housing program, infill development incentives, concessions and incentives ordinance, and the Affordable Housing Overlay will be implemented during 2000-2005. OHA will also assess the most feasible approach to resolving the distressed conditions in two public housing complexes in Colonia Village, where their physical condition raises questions of the provision of fair and equal opportunity housing for low-income persons.

Lastly, the City will continue to make provision for affordable housing for special needs households. For instance, the City has identified suitable sites for migrant farm labor. With respect to other special needs groups, the City will strengthen its program to preserve at-risk unit, while revising the Zoning Code to explicitly allow for emergency shelters and transitional housing. Finally, the City of Oxnard will pursue an impact fee program to fund affordable housing needed to support the emerging labor force.

B. GOALS AND POLICIES

The overarching housing goal of Oxnard is to meet the existing and projected housing needs of all its residents while also maintaining an economically sound and healthy environment. Within that context, the City has established goals and policies that address the development, maintenance, and improvement of housing. These goals and policies are presented under the following five areas.

- Housing and Neighborhood Conservation
- Residential Sites
- Housing Assistance and Special Needs
- Removal of Government Constraints
- Fair and Equal Housing Opportunity

1. Housing and Neighborhood Conservation

Housing and neighborhood conservation is an important component of maintaining and improving the quality of life for residents. As an older and densely populated community, Oxnard is confronted with a wide range of community development issues, particularly in older neighborhoods where housing stock conditions, public improvements, and community facilities have begun to deteriorate. The following policies are designed to encourage reinvestment in housing and neighborhoods to improve and maintain quality of life.

GOAL	MAINTAIN AND IMPROVE THE QUALITY OF EXISTING HOUSING AND NEIGHBORHOODS
-------------	---

- | | |
|-------------------|--|
| Policy 1.1 | Maintain the quality of ownership and rental housing by ensuring compliance with housing and property maintenance standards. |
| Policy 1.2 | Continue to promote the repair, revitalization or rehabilitation of residential structures which are substandard or in disrepair. |
| Policy 1.3 | Continue to encourage citizen involvement in identifying and addressing the maintenance of housing and their neighborhood. |
| Policy 1.4 | Preserve the character and quality of established communities, with an emphasis on single-family and transition neighborhoods. |
| Policy 1.5 | Support the preservation and maintenance of historically and architecturally significant buildings and neighborhoods. |
| Policy 1.6 | Continue to support the modernization of public housing, City-assisted housing, and other homes affordable to lower-income households. |

2. Residential Sites

Maintaining a diversity of housing opportunities is an important goal for Oxnard. Diversity is important to ensure that all persons, regardless of age, income level, and family type, have the opportunity to find housing suitable to their lifestyle needs. Part of this diversity is addressed through the Regional Housing Needs Assessment, which requires communities to facilitate the construction of housing that is affordable to all economic segments of the community. The following policies address this goal.

GOAL	PROVIDE INCREASED OPPORTUNITIES FOR THE CONSTRUCTION OF QUALITY NEW HOUSING
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- | | |
|-------------------|--|
| Policy 2.1 | Provide for adequate sites, zoned at the appropriate densities, to facilitate the housing planning and affordability goals set forth in the 1998-2005 Regional Housing Needs Assessment. |
| Policy 2.2 | Encourage the production of housing that meets all economic segments of the population, including lower-, moderate- and upper-income housing to achieve a balanced community. |
| Policy 2.3 | Ensure that sites for residential development have appropriate services and facilities, including sewage collection and treatment, domestic water supply, and other needed infrastructure. |
| Policy 2.4 | Maintain an up-to-date site inventory that details the amount, type, and size of vacant and underutilized parcels within the City's incorporated area and its Sphere of Influence. |
| Policy 2.5 | Establish an Affordable Housing Overlay Zone, and identify potential residential, commercial and manufacturing sites that are suitable for affordable housing. |
| Policy 2.6 | Investigate innovative strategies to encourage the rezoning or redesignation of appropriate commercial and industrial lots for residential uses that are no longer economically viable uses. |

3. Housing Assistance and Special Needs

Oxnard is home to a number of groups with special housing needs, including seniors, large families, farm workers, disabled persons, single parent families, students, homeless people, and others. These groups may face greater difficulty in finding decent and affordable housing due to special circumstances. Special circumstances may be related to one's income, family characteristics, disability, or health issues. Goals and policies to address housing assistance and special needs are as follows:

GOAL: Expand and protect housing opportunities for lower-income households and special needs groups

Policy 3.1 Use federal, state and local resources, to the extent available and feasible, to support affordable housing production and set-aside a portion of units for lower-income large families and farm workers.

Policy 3.2 Support collaborative partnerships of nonprofit organizations, affordable housing builders, and for-profit developers, to provide greater access to affordable housing funds.

Policy 3.3 Continue to require new housing developments to reserve a portion of units for lower-income households through the Affordable Housing Ordinance. Establish the following priorities for fulfillment of Ordinance requirements: 1st priority – affordable units on-site; 2nd priority: affordable units off-site; and 3rd priority: in-lieu housing fee.

Policy 3.4 Provide homeownership assistance programs to move lower-income renters into homeownership.

Policy 3.5 Encourage a Countywide fair-share approach for addressing the housing needs of homeless people, farm workers, other lower-income households, and households with other special needs.

Policy 3.6 Support the conservation of mobile home parks, historic neighborhoods, publicly-subsidized housing, and other sources of housing that is affordable to lower-income households.

Policy 3.7 Provide rental assistance through the Section 8 program to address housing overpayment among special needs groups and the very-low income population.

Policy 3.8 Evaluate the establishment of a commercial impact fee program as a means to address the resulting demand for new housing resulting from increases in the employment base.

4. Removal of Governmental Constraints

Market factors and government regulations can significantly impact the production and affordability of housing. Although market conditions are typically beyond direct influence of any jurisdiction, efforts can be directed at ensuring the reasonableness of land use controls, development standards, permit-processing procedures, fees and exactions, and governmental requirements to encourage housing production. The following policies are designed to mitigate government constraints.

GOAL MITIGATE GOVERNMENTAL CONSTRAINTS, TO THE EXTENT FEASIBLE, THAT IMPEDE HOUSING AFFORDABILITY.

- Policy 4.1** Periodically review City regulations, ordinances, service fees, and development impact fees to ensure they do not unduly constrain the production of housing, including affordable housing.
- Policy 4.2** Offer regulatory incentives and concessions for affordable housing, such as relief from residential development standards (e.g., parking and setbacks), density bonuses, or fee waivers as appropriate.
- Policy 4.3** Provide for streamlined, timely and coordinated processing of residential development projects in order to minimize project holding costs and encourage housing production.
- Policy 4.4** Support infill housing developments at suitable locations and provide, where appropriate, incentives to facilitate their development.

5. Fair and Equal Housing Opportunity

Ensuring fair and equal housing opportunity is a continued need. Whether through mediating disputes, investigating bona fide complaints of discrimination, or through the provision of education services, fair housing services are important to ensure equal access to housing. The following policies are designed to continue implementation of applicable fair housing laws.

GOAL ENSURE FAIR AND EQUAL HOUSING OPPORTUNITY

- Policy 5.1** Provide or cause the provision of fair housing services to residents and assure that residents are aware of their rights and responsibilities with respect to fair housing.
- Policy 5.2** Discourage discrimination in the sale or rental of housing on the basis of race, religion, color, ancestry, national origin, age, sex, sexual orientation, family type, handicap or minor children.
- Policy 5.3** Implement action items identified in the City Analysis of Impediments to Fair Housing Choice to ensure fair and equal access to housing opportunities.
- Policy 5.4** Encourage the production and dispersal of new affordable housing for lower-income households throughout the City to promote wider choice and avoid an over-concentration in any one residential community.

C. HOUSING PROGRAMS

The goals and policies in the Housing Element are implemented through a variety of programs designed to encourage the maintenance, improvement, development, and conservation of housing within the community. In describing these programs, they are organized in a manner consistent with the City's five housing goals:

- Housing and Neighborhood Conservation
- Residential Sites
- Housing Assistance and Special Needs
- Removal of Government Constraints
- Fair and Equal Housing Opportunity

The following describes the programs that Oxnard will implement to address these areas, including specific objectives for the 2000-2005 housing element planning period. Chart 58 at the end of the chapter specifies the following for each program: five-year objective, funding sources, and agency responsible to implement the program.

Housing and Neighborhood Conservation

1. Code Enforcement Program

The Code Enforcement Division enforces State and local regulations governing building and property maintenance. Code enforcement is one means to ensure the character and quality of neighborhoods and housing is maintained. Code enforcement officials encourage community involvement by working with neighborhood advisory groups, using volunteer patrols to assist in identifying violations, and directing owners to City loan and grant programs.

Five-Year Objective:

Continue implementation of code enforcement program

2. Citywide Multi-family Rehabilitation Program

The owner-investor program provides financial assistance to property owners to rehabilitate rental properties to benefit low- and moderate-income families. Rehabilitation loans are available for smaller complexes with eight or fewer units and range from \$5,000 to a maximum of \$56,000 per unit. The term of the loan is fifteen years, and the interest rate varies based on the tenant's income. The interest rate charged is 6% if over half the tenants are lower-income. The interest rate is 10% if this threshold is not reached.

Five-Year Objective:

Rehabilitate 50 units annually

3. Southwinds Rehabilitation Program

The City of Oxnard, Community Development Commission (CDC) offers rehabilitation loan and grant programs for the Southwinds neighborhood, a designated redevelopment area.

a. Loan Component. Oxnard CDC also administers a housing rehabilitation loan program for the Southwinds neighborhood. The program offers loans up to \$45,000 for interior and exterior work for single-family homes and up to \$12,000 per unit, or \$60,000 for multi-family units. Typically, the interest rate is 6% with a repayment term of 15 years. However, the CDC can provide single-family home loans at 0% interest, with the loan due upon sale or transfer of title.

b. Grant Component. Oxnard CDC operates a housing rehabilitation loan program for the Southwinds neighborhood. The program offers a 50% matching grant for exterior repairs and a 30% grant for interior repairs; the total of which cannot exceed \$10,000 for single-family homes and \$1,700 per multi-family unit. In addition to loans, both single- and multi-family property owners can apply for a 100% grant for lighting, fencing, and gating.

Five-Year Objective:

Make loans/grants to rehabilitate 15 units on an annual basis

4. Citywide Homeowner Repair Program

Oxnard offers rehabilitation loan and grant programs which are not restricted by location, but can rather be used citywide for single-family units, condominiums, and mobilehomes.

a. Loan Component. OHD provides low-interest rehabilitation loans to assist homeowners in repairing plumbing, electrical, roofing, painting, and other systems. This program applies to single-family, condominiums, and mobile homes and can also be used for room additions. Rehabilitation loans can range up to \$75,000 with a 15-year repayment schedule. Interest rates can be secured at either 3% or 6% depending on the applicant's income.

Five-Year Objective:

Provide loans to rehabilitate 5 single-family and 13 mobile homes annually.

b. Grant Component. The City offers a matching grant for 50% of privately funded exterior work. Grants are typically issued for relatively minor repairs. The City will provide up to \$5,000 in grant funding. Eligibility is limited to qualified low-income households who are homeowners and plan to continue living in their home. If the homebuyer stays in the home for Five-Years, the grant is forgiven; otherwise, the seller must repay the grant plus interest back to the City.

Five-Year Objective:

Provide 40 grants to households annually

Provision of Residential Sites

The City has various programs to identify suitable sites for future residential development to facilitate and encourage the production of a variety of housing for all economic groups.

5. Land Use Element Program

The provision of adequate sites is necessary to encourage the production of housing that is suitable and affordable to all economic groups in the City, including housing for special needs groups. The City's Land Use Element, as amended by the SOAR Initiative, identifies adequate sites for residential development to address the City's RHNA. In recent years, the market has continued to support higher density residential uses in less viable commercial areas, providing significant opportunity for affordable housing.

Given that much of the available vacant land for higher density residential development is located in the C-2 zone and the CBD district, it is important to ensure that enough sites are suitable for such higher density developments. Therefore, by 2002, the City will evaluate its land resources in the C-2 zone and determine the most appropriate sites for higher density residential development. Should this analysis reveal that additional sites are needed to address the RHNA, the City will rezone land as required to accommodate the unmet need by the end of 2002.

Five-Year Objective:

By 2002, assess the suitability of sites in the C-2 zone for higher density residential uses and, if insufficient sites are available, rezone land to address the RHNA by the end of 2002.

6. Affordable Housing Overlay Program

The City has identified several residential sites that may be designated with an Affordable Housing Overlay (Figure 7). The purpose of the Overlay Zone is to inform property owners and the development community of the potential for development of affordable housing at these sites. Sites designated with the overlay are not, however, limited to development with affordable housing. The City can also offer a variety of incentives to facilitate quality, affordable housing on these sites, including financial assistance where warranted. The City will conduct a developer's workshop to discuss affordable residential opportunities on these sites.

Five-Year Objective:

Establish Affordable Housing Overlay Zone and conduct outreach

7. Farm worker Housing Program

As the largest city in Ventura County, Oxnard has a sizable number of year-round and seasonal farm workers. Year-round farm labor is typically housed in existing affordable housing, government-assisted housing, and mobile homes.

Five-Year Objective:

Review provisions for farm worker housing in

During peak season, the farm labor force increases significantly as seasonal and migrant labor is employed. The Zoning Code permits migrant farm labor sites on over 220 vacant acres of land zoned C-R and M-2.

The City has policies, adopted by City Council resolution, to ensure that potential sites for farm worker housing are suitable for the use proposed and that the proposed use would not create significant impacts nor be subject to significant impacts from adjacent land uses. However, the City will review provisions of the M-2 and C-R zones and determine whether or not existing provisions provide for farm labor housing, adequate on-site facilities, and compatibility with the activities on adjacent parcels.

Furthermore, several provisions of the Zoning Code could potentially constrain development of farm worker housing. These restrictions involve a minimum number of occupants, group facility type, gender restrictions for occupants, and minimum site acreages. To facilitate development of farm worker housing, the City will eliminate these restrictions. However, the City will retain the SUP requirement which is consistently used for projects proposed in zones whose primary use is non-residential.

the M-2 and C-R zones, address issues of site compatibility, and eliminate provisions that may constrain migrant farm worker housing by 2002.

8. Emergency Shelters Program

Because of its location and size, Oxnard is home to a sizable homeless population. To serve the needs of the homeless population, the City has several emergency and transitional facilities for the homeless and the only year-round shelter (Rescue Mission) in Ventura County. Although these facilities are clearly situated in Oxnard, the Zoning Code does not explicitly state in which zoning district emergency shelters and/or transitional housing facilities can be located. To satisfy State law requirements, it is important to revise the Zoning Code to indicate where sites for shelters and transitional housing are permissible, to ensure consistency between existing and permitted uses.

Five-Year Objective:

Amend the Zoning Code to allow for emergency shelters and transitional housing.

9. Growth Management Program

Oxnard has adopted several measures to manage growth. According to the Guidelines for Orderly Development, urban development should occur in incorporated cities as a way to provide cost-effective municipal services and thus developers are encouraged to apply to cities for permits. Secondly, the voter-adopted SOAR Initiative prevents the expansion of urban uses into sensitive greenbelt areas

Five-Year Objective:

Monitor compliance with Guidelines and SOAR Initiative

outside the city without voter approval in order to encourage compact growth and reduce development costs for new infrastructure. Neither the Guidelines nor SOAR impact the ability to address the RHNA through 2005 because the City's Sphere of Influence is within its SOAR boundaries and ample vacant land exists for new housing.

Housing Assistance and Special Needs

10. Financial and Regulatory Assistance Program

The City of Oxnard has a strong record of providing financial and/or regulatory incentives to facilitate the development of affordable housing. Through direct City assistance, over 800 units have been assisted over the past decade through financial assistance or relief from regulations in return for deed restrictions requiring the units to remain affordable to low and very low-income households. Oxnard provides regulatory relief through a menu of programs and regulations described in detail in Chapter 3, the section on "Government Constraints." The City's policy of providing financial assistance and regulatory relief is continued in the present planning period.

Five-Year Objective:

Continue providing financial and regulatory assistance

11. Commercial Impact Fee Program

A clear relationship exists between the addition of jobs within a given area and the demand for housing. Some jobs will be service occupations that earn more modest income; other jobs will be higher paying. However, if the demand for housing exceeds the supply of housing, housing costs will increase – having its greatest impact on low- and moderate-income households. Some cities have adopted an impact fee program to provide a funding source to address the demand for affordable housing generated by commercial and office development. Funds received are deposited in a Housing Trust fund for these purposes.

Five-Year Objective:

Evaluate establishing an impact housing fee for non-residential development.

12. Homeownership Assistance Program

a. Citywide Homebuyers Assistance

Assistance is provided for lower-income households to buy single-family units, condominiums, and mobile homes. Under this program, a matching grant of \$5,000 is provided for down payment assistance and closing costs. Grants are allocated as follows: (1) residents of Oxnard; (2) persons employed in Oxnard; and (3) all others. If the homebuyer stays in the home for five years, the grant is forgiven. The

Five-Year Objective:

Assist a total of 20 households annually.

City also extends this program for households purchasing their home in a designated historic neighborhood.

b. Southwinds Homebuyers.

The CDC provides targeted homeowners assistance for the Southwinds Redevelopment area as a means of increasing homeownership and stabilizing the neighborhood. To be eligible, the applicant must qualify for a conventional mortgage for a home costing less than \$180,000. The CDC matches every dollar spent by buyers on down payment and closing costs up to \$5,000. The loan converts to a grant after the participant has lived there for five years.

Five-Year Objective:

Assist a total of 5 households annually.

c. Historic Enhancement and Revitalization.

To further the preservation of older historic neighborhoods, the CDC provides homebuyer assistance for lower-income households to purchase existing homes in historic areas. Under this program, a matching grant of up to \$5,000 is provided for down payment and closing costs. To be eligible, the buyer must earn lower income and be pre-qualified by a lender, live and buy a unit in a HERO project area (e.g., Rosepark, Cypress, and Blackstone North). If the homebuyer stays in the home for five years, the grant is forgiven; otherwise, the seller must repay the grant.

Five-Year Objective:

Continue to participate and advertise program availability

d. Mortgage Credit Certificate

Oxnard participates with a consortium of cities in the MCC program administered by Ventura County. MCC's are available for income-qualified first time homebuyers and provides for a federal income tax credit of up to 20% of the annual mortgage interest paid. Since the mortgage payments repay the bonds, no city guarantee is required. MCC's can be used with City homebuyer programs to assist persons in qualifying for private mortgage financing.

Five-Year Objective:

Conduct outreach, and advertise program availability.

e. Lease-Own Program

The City recently executed a Joint Powers Agreement creating the Pacific Housing and Finance Authority to issue \$10 million in bonds and use the proceeds for a lease-own program. To be eligible, a homebuyer cannot earn above 140% of the median family income and must not have funds for a downpayment and closing costs. During the 3-year initial period, rent payments are applied to principal and interest. Taken together, the lease-own program allows a buyer to purchase a home for up to \$250,000.

Five-Year Objective:

Conduct outreach, and advertise program availability.

13. Affordable Housing Ordinance Program

In 1999, the Affordable Housing Ordinance was adopted to help ensure the expansion of affordable housing in proportion with the overall increase in total residential units. The Ordinance requires developers of rental and ownership projects with ten or more units to provide 10% of the units for very low- (5%) and low- (5%) income households or pay an in-lieu fee (currently under review by the Council). The Element establishes the following priorities for the Ordinance: 1st priority – affordable units on site; 2nd priority: affordable units off-site; and 3rd priority: in-lieu housing fee.

Five-Year Objective:

Evaluate and revise ordinance.

14. Conservation of Affordable Housing Program

a. Mobile Home Park Zone

Mobile home parks provide 3,500 spaces for affordable housing within Oxnard. In recognition of their value, particularly to seniors, the City has established a discrete mobile home park zone for the 21 parks. As a result, a park owner seeking closure must first justify a zone change to the Planning Commission and City Council, comply with state law governing closure, and address replacement provisions of the Coastal Land Use Plan, if applicable.

Five-Year Objective:

Continue preservation of mobile home parks

b. Condominium Conversion Ordinance

The Zoning Code regulates the conversion of apartments into condominiums, residential stock cooperatives, or community apartments. To approve an application, the City must determine that the proposed conversion conforms to the City's Zoning Code, is consistent with land use policies of the General Plan, will not displace a significant percentage of low and moderate income or senior tenants, and meets mandatory residential development standards.

Five-Year Objective:

Regulate condominium conversions

c. Coastal Zone Replacement Policy

State law prohibits the demolition of units affordable to lower- and moderate-income households which are located in the Coastal Zone, unless: (1) the unit presents a health/safety hazard and cannot be rehabilitated, or (2) an equal number of housing units for low- to moderate-income households are built in the Coastal Zone. In addition to this policy, conversion of rentals in the Coastal Zone is subject to the provisions in the Condominium Conversion Ordinance.

Five-Year Objective:

Continue Implementation

15. Section 8 Assistance Program

The Section 8 program subsidizes very low-income households who spend over half their income on rent. Prospective renters secure housing from HUD-registered apartments and HUD pays the difference between what the tenant can afford and the negotiated payment standard. New HUD regulations require that 75% of new leases be made to households earning below 35% of median family income, provided less than 40% of their income is spent on housing. In an inflating rental market, this standard is often exceeded, resulting in denial of a certificate. To protect housing opportunities for very low-income households, the rental payment standard must keep pace with the market.

Five-Year Objective:

Continue to participate, encourage property owners to register units, and seek to raise the payment standard as needed

16. Preservation of At-Risk Units Program

Fifteen multi-family rental complexes with over 1,600 units receive government assistance and are affordable to lower-income households. Three projects totaling 190 units are at risk of losing affordability controls by the Year 2010 due to the expiration of bond restrictions or the Section 8 program. Options to preserve at-risk units are as follows:

Five-Year Objective:

Work with property owners to develop a strategy to maintain affordability on all 190 at-risk units by 2003.

- 1) provision of rental assistance to tenants;
- 2) purchase of affordability covenants;
- 3) replacement or development of assisted housing;
- 4) assist in the refinancing of bonds

17. Homeless Assistance Program

The City's Homeless Assistance Program is modeled after the Federal Government's continuum of care program. The homeless assistance program contains the following phases: (1) intake and assessment; (2) provision of emergency shelter at year-round and winter shelters to provide temporary housing; (3) provision of transitional facilities and supportive services to help homeless people gain skills for independent living; (4) permanent supportive housing, and (5) permanent affordable and supportive housing. Local, state, federal, and private donations provide funding.

Five-Year Objective:

Continue to implement program.

Remove Governmental Constraints

18. Incentives for Affordable Housing Program

The Density Bonus Ordinance and associated resolutions (1999) encourage the production of affordable housing by specifying three tiers of regulatory concessions and incentives with greater incentives available for projects with higher numbers of units affordable to low-income persons. Concessions and incentives include: density bonus; increased building height limits; smaller lots in R-1 zones; modified construction material; reduced minimum lot width, frontage, and setbacks; the provision of financial incentives; and reductions in requirements for certain amenities.

Five-Year Objective:

Continue to implement and advertise program availability

19. Infill Lot Program

The City Council approved an Infill Lot Program in 2000 to encourage development on smaller vacant parcels in six designated neighborhoods where infrastructure is in place. The Ordinance encourages housing production through the waiver or deferral of certain development fees, which help to decrease the overall costs of development. The City may also defer payment of fees until just prior to the final occupancy inspection, thus minimizing capital outlay. However, if the property is sold within ten years, the City recaptures the full amount of the fees.

Five-Year Objective:

Implement and advertise program availability

20. Planned Development Additive Zone Program

Many residential developments take advantage of Oxnard's PD Additive Zone, which may be attached to various residential (and non-residential) zone designations. In PD-zoned areas, certain development standards or regulations may be modified. For instance, the Planning Commission may grant a density increase of 25% (consistent with the 2020 General Plan) and/or allow a 25% modification in certain development standards. In addition, for projects with an affordable housing component, the PD zone may also be used in conjunction with the Density Bonus Ordinance.

Five-Year Objective:

Continue to implement and advertise program availability.

Fair and Equal Housing Opportunity

21. Fair Housing Services Program

The City of Oxnard currently has a fair housing program designed to address fair housing services as well as the rehabilitation of housing for lower-income households. The major components are described below:

a. Fair Housing Services

Oxnard provides services to ensure fair and equal housing opportunity. To implement these policies, the City periodically prepares a Fair Housing Assessment, provides fair housing services free of charge to home seekers as well as fair housing training, and coordinates processing and resolution of complaints with the Department of Fair Employment and Housing, when deemed necessary. In recognition of the need for continued service provision, the City will continue to provide fair housing services.

Five-Year Objective:

Continue to implement and advertise program

b. Colonia Village

The Oxnard Housing Authority intends to evaluate programs with which to address two distressed public housing projects in Colonia Village: CA 31-1 and CA 31-3. These projects must either be renovated with modernization funds or be entirely redeveloped. The structural deterioration and functional obsolescence may make the projects economically infeasible for the modernization program. The distressed nature of the units affects the housing choices for low-income persons.

Five-Year Objective:

Study feasibility of rehabilitating public housing.

Chart 58: Housing Program Implementation

Housing Program	Program Goal	Five-Year Objective	Funding Source	Responsible Agency	Time-Frame
Housing and Neighborhood Conservation					
1. Code Enforcement	Ensure ongoing maintenance & improvement of the housing stock.	Continue implementation of code enforcement program	CDBG, General Fund	Code Enforcement Division	2000-2005
2. Multi-family Rehabilitation Program	Rehabilitate multi-family rental properties.	Rehabilitate 50 units annually	CDBG, RDA funds	Oxnard Housing Department	2000-2005
3a. Southwinds Loan Component	Rehabilitate homes in redevelopment project areas	Make loans/grants to rehabilitate 15 units on an annual basis.	RDA funds	Oxnard CDC	2000-2005
3b. Southwinds Grant Program			RDA funds	Oxnard CDC	2000-2005
4a) Citywide Loan Component	Facilitate home repair and improvements	Provide loans to rehabilitate 5 single-family homes and 13 mobile homes annually	CDBG, RDA funds	OHD	2000-2005
4b. Citywide Grant Program		Provide grants to 40 households annually	CDBG, RDA funds	OHD	2000-2005
Adequate Residential Sites					
5. Land Use Element	Provide adequate residential sites in commercial areas.	By 2002, assess the suitability of sites in the C-2 zone for higher density residential uses and, if insufficient sites are available, rezone land to address the RHNA by the end of 2002.	General Funds	Planning	2002
6. Affordable Housing Overlay	Ensure expansion of affordable housing stock.	Establish Housing Overlay Zone and conduct outreach	General Fund	Planning	2001
7. Farm worker Housing	Ensure adequate and suitable sites for farm labor housing.	Review provisions for farm worker housing in the M-2 and C-R zones, address issues of site compatibility, and eliminate provisions that may constrain migrant farm worker housing by 2002.	General Funds	Planning	2002

Chart 58: Housing Program Implementation

Housing Program	Program Goal	Five-Year Objective	Funding Source	Responsible Agency	Time-Frame
8. Emergency shelters	Provide for adequate sites for emergency and transitional housing	Amend the Zoning Code to allow for emergency shelters and transitional housing	General Fund	Planning	2002
9. Growth Management	Encourage compact growth & reduce cost of development.	Monitor compliance with Guidelines and SOAR Initiative	General Fund	Planning	Ongoing
Housing Assistance and Special Needs					
10. Financial and Regulatory Assistance	Provide incentives to support new and affordable housing.	Continue providing financial and regulatory assistance	Various	Planning; OHD	Ongoing
11. Commercial Impact Fee	To facilitate new affordable housing	Evaluate establishing an impact fee for non-residential development	General Fund	Planning	2003
12. Homebuyers Assistance Program					
a) Citywide Homebuyers Assistance	Expand home-ownership opportunities.	Assist a total of 20 households annually	CDBG; RDA funds	Oxnard Housing Department	2000-2005
b) Southwind Program		Assist a total of 5 households annually	RDA Funds	Oxnard CDC	2000-2005
c) HERO Program		Continue to participate and advertise program availability	CDBG; RDA Funds	Oxnard CDC	2000-2005
d) Mortgage Credit Certificate		Conduct outreach, and advertise program availability.	General Fund	Oxnard Housing Department	Ongoing
e) Lease-Own Program		Conduct outreach, and advertise program availability.	Pacific Housing & Finance	Oxnard Housing Department	2000-2005
13. Affordable Housing Ordinance	Ensure expansion of affordable housing stock	Evaluate and revise ordinance	General Fund	Planning	2001
14. Conservation of Affordable Housing					
a) Mobile Home Park Zone	Preserve the City's existing stock of affordable rentals.	Continue preservation of mobile home parks.	General Fund	Planning	Ongoing
b) Condominium Conversion Ordinance		Regulate condominium conversions.	General Fund	Planning	Ongoing
c) Coastal Zone Replacement Policy		Continue implementation.	General Fund	Planning	Ongoing

Chart 58: Housing Program Implementation

Housing Program	Program Goal	Five-Year Objective	Funding Source	Responsible Agency	Time-Frame
15. Section 8 Assistance	Assist very low-income renter-households.	Continue to participate, encourage owners to register units and seek to raise payment standard as needed	HUD	Oxnard Housing Authority	Ongoing
16. Preservation of At-Risk Units	Preserve the existing affordable housing stock.	Work with property owners to maintain the affordability of all 190 at-risk units.	General Fund	Oxnard Housing Department	2003
17. Homeless Assistance	Provide assistance to the homeless.	Continue to implement program.	CDBG, ESG, CoC funds	Oxnard Housing Department	Ongoing
Removal of Governmental Constraints					
18. Incentives for Affordable Housing	Encourage development of affordable housing.	Continue to implement and advertise program.	General Fund	Planning	Ongoing
19. Infill Lot Program	Encourage housing development on smaller vacant lots.	Implement and advertise program availability	General Fund	Planning and OHD	Ongoing
20. Planned Development Additive Zone	Facilitate housing development with concessions & incentives.	Continue to implement and advertise program availability	General Fund	Planning	Ongoing
Fair and Equal Housing					
21a. Fair Housing	Promote enforcement of fair housing laws.	Continue to implement and advertise program	CDBG	Oxnard Housing Department	Ongoing
21b. Colonia Village	Provide modern housing	Study feasibility of rehabilitating public housing	HUD	Oxnard Housing Department	2002

Quantified Objectives	Income Levels			
	<u>Very Low</u>	<u>Low</u>	<u>Moderate</u>	<u>Upper</u>
Construction	797	489	505	1,507
Rehabilitation	486	129	-0-	-0-
Preservation	190	-0-	-0-	-0-

CITY COUNCIL OF THE CITY OF OXNARD

RESOLUTION NO. 11,876

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OXNARD
ADOPTING REVISED HOUSING ELEMENT TO 2020 GENERAL PLAN

WHEREAS, on October 3, 2000, the City Council directed that a Revised 2000-2005 Housing Element ("the Revised Element") be submitted to the State Department of Housing and Community Development ("HCD") in accordance with subsection (b) of Government Code section 65585; and

WHEREAS, as a result of conversations between HCD staff and City staff, City staff prepared revisions to the Revised Element to address concerns raised by HCD staff, which revisions are attached hereto as Exhibit 1; and

WHEREAS, thereafter HCD made written findings concerning the Revised Element in a letter to the City's Planning and Environmental Services Director, dated November 17, 2000, attached hereto as Exhibit 2; and

WHEREAS, HCD's letter stated that the Revised Element "reflects the significant effort made by the City to determine the housing needs of residents, and provide a framework for those needs to be met through the implementation of new and existing housing programs"; and

WHEREAS, HCD's letter also stated that "additional changes are still needed ... to meet the requirements of State housing element law," and specified those changes; and

WHEREAS, City staff prepared revisions to the Revised Element to address the changes specified by HCD, which revisions are attached hereto as Exhibit 3; and

WHEREAS, City staff also prepared revisions to the Revised Element as requested by the Ventura County Commission on Human Concerns, which revisions are attached hereto as Exhibit 4; and

WHEREAS, the Revised Element and the revisions thereto contained in Exhibits 1, 3 and 4 were considered by the Planning Commission at a public hearing held on December 7, 2000, and the Planning Commission adopted a resolution recommending that the City Council adopt the Revised Element, including said revisions; and

WHEREAS, City staff prepared additional revisions to the Revised Element to address the need for "additional changes" referred to in HCD's letter, which revisions are attached hereto as Exhibit 5, and presented the revisions to the City Council; and

WHEREAS, the revisions in Exhibit 5 do not constitute substantial modifications to the Revised Element; and

WHEREAS, the City Council held a public hearing on the Revised Element and the revisions thereto and has considered any comments received and taken testimony from the public and City staff; and

WHEREAS, in accordance with subsection (f)(1) of Government Code section 65585, the City Council finds that as revised by Exhibits 1, 3, 4, and 5, the Revised Element substantially complies with the requirements of Article 10.6 of Chapter 3 of Division 1 of Title 7 of the Government Code, concerning housing elements; and

WHEREAS, in accordance with the California Environmental Quality Act, the Planning and Environmental Services Manager provided public notice of the intent of the City to adopt a negative Declaration for this project, and the City Council considered the proposed Negative Declaration, together with any comments received during the public review process, finds on the basis of the Initial Study and any comments received that there is no substantial evidence that the project will have a significant effect on the environment, further finds that the Negative Declaration reflects the independent judgment of the City, and approves the Negative Declaration, as recommended by the Planning Commission.

NOW, THEREFORE, the City Council of the City of Oxnard resolves to approve Negative Declaration No. 00-35 and adopt the Revised Element, as revised by Exhibits 1, 3, 4, and 5 hereto.

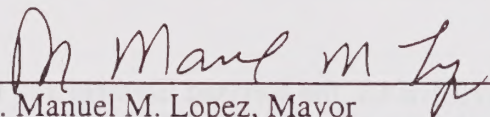
The City Council further resolves to direct the Planning and Environmental Services Manager to submit a copy of the Revised Element, as revised by Exhibits 1, 3, 4, and 5, to HCD promptly following adoption of this resolution.

PASSED AND ADOPTED this nineteenth day of December, 2000 by the following vote:

AYES: Councilmembers Holden, Lopez, Maulhardt, Pinkard and Zaragoza.

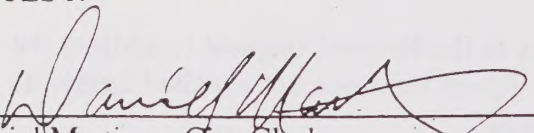
NOES: None.

ABSENT: None.



Dr. Manuel M. Lopez, Mayor

ATTEST:



Daniel Martinez, City Clerk

APPROVED AS TO FORM:



Gary L. Gillig, City Attorney

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

Division of Housing Policy Development

1800 Third Street, Suite 430

P. O. Box 952053

Sacramento, CA 94252-2053

<http://housing.bcd.ca.gov>

(916) 323-3176

FAX: (916) 327-2643



May 10, 2001

Mr. Edmund Y. Sotelo, City Manager
City of Oxnard
305 West Third Street
Oxnard, California 93030

Dear Mr. Sotelo:

RE: Review of the City of Oxnard's Adopted Housing Element Amendment

Thank you for submitting Oxnard's housing element, adopted December 19, 2000 and received for our review on February 9, 2001. We have reviewed the City's adopted housing element pursuant to Government Code Section 65585(h).

Our review was facilitated by telephone conversations with Mr. Mark Hoffman, the City's consultant, and Ms. Marilyn Miller of the City's staff. In addition, comments received from interested parties have also been included in our review (pursuant to Section 65585(c)). This letter summarizes the telephone conversations. We commend Oxnard for its efforts to comply with State housing element law and address the housing needs of all of its residents.

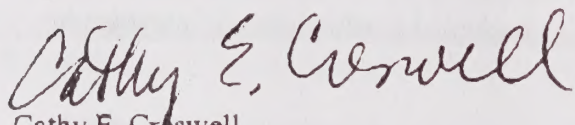
We are pleased to find that the necessary revisions have been adopted and incorporated into the housing element pursuant to our November 17, 2000 letter, and that Oxnard's housing element now complies with State housing element law (Article 10.6 of the Government Code). In particular, the adopted element now includes expanded programs to remove the requirements of the CR and M-2 zones for farmworker housing that are potential constraints to housing appropriate for single migrant farmworkers and migrant farmworker families. Our finding of compliance is conditioned on the City's commitment to removing the requirement that occupants be employed on the farm where the housing is located by 2002. If this and other restrictions described in Program 7 are not removed, the City would need to amend the element to otherwise provide adequate sites for farmworkers. We recommend the City monitor this program closely to ensure timely implementation.

For your information, we have enclosed a brief description of new and existing housing and community development programs administered by this Department along with funding levels for the current fiscal year. We are pleased to report a historic increase in housing funds available through HCD. Information on these programs, including recently released Notices of Funding Availability (NOFA), has been posted to our website. Please consult our homepage at www.hcd.ca.gov for new program information.

We thank Mr. Hoffman, for his assistance during the course of our review. In addition, we thank Ms. Marilyn Miller, City Planning Manager, along with other City staff, who have all worked diligently to respond to our comments and expand our knowledge of Oxnard. We look forward to following the City's annual progress in program implementation pursuant to Government Code Section 65400. If we can provide any assistance please contact Rebecca Hoepcke, of our staff, at (916) 323-7271.

In accordance with their requests pursuant to the Public Records Act, we are forwarding a copy of this letter to the individuals listed below.

Sincerely,



Cathy E. Creswell
Deputy Director

Enclosure

cc: Karen Warner, Cotton, Bridges & Associates
Mark Hoffman, Cotton, Bridges & Associates
Eileen McCarthy, California Rural Legal Assistance
Barbara Macri-Ortiz
Catherine Ysrael, Supervising Deputy Attorney General, AG's Office
Terry Roberts, Governor's Office of Planning and Research
Kimberley Dellinger, California Building Industry Association
Marcia Salkin, California Association of Realtors
Marc Brown, California Rural Legal Assistance Foundation
Rob Weiner, California Coalition for Rural Housing
John Douglas, AICP, The Planning Center
Dara Schur, Western Center on Law and Poverty
Michael G. Colantuono, Attorney at Law
David Booher, California Housing Council
Jonathan Lehrer-Graiwer, Attorney at Law
Ana Marie Whitaker, California State University Pomona
Joe Carreras, Southern California Association of Governments
Won Chang, Attorney at Law, Davis and Company
Karen Flock, Cabrillo Economic Development Corporation

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